



FMSIB Workshop

Residence Inn, Confluence Conference Room
1229 Walla Walla Avenue, Wenatchee

For Zoom link, please contact Joy Dopita at Joy.Dopita@fmsib.wa.gov

AGENDA

June 12, 2025

9:00 a.m. to 4:00 p.m.

9:00 a.m.	1 Welcome and Introductions	Temple Lentz	Informational
9:05 a.m.	2 Public Comment	Temple Lentz	Informational
9:10 a.m.	3 Six-Year Investment Committee Update <ul style="list-style-type: none">▪ Scoring Criteria▪ Project Eligibility▪ Distribution	Johan Hellman Brandy DeLange Fred Wenhardt	Informational
9:50 a.m.	4 Break	All	
10:00 a.m.	5 Ethics in Public Service Training	Kate Reynolds	Informational
11:00 a.m.	6 Break	All	
11:10 a.m.	7 Open Public Meetings Act Training	Morgan Damerow	Informational
11:55 a.m.	8 Lunch	All	
12:15 p.m.	9 Marine Cargo Forecast Final Report	Heather Haugland Spencer Cohen Chris Herman	Informational
12:50 p.m.	10 WAC Update <ul style="list-style-type: none">▪ Review Draft and Next Steps	Brandy DeLange	Informational
1:30 p.m.	11 Break	All	
1:35 p.m.	12 Bylaws Update <ul style="list-style-type: none">▪ Committee Changes Update	Brandy DeLange	Informational
2:00 p.m.	13 Confluence Parkway Project Overview	Mayor Mike Poirier Laura Gloria Jake Lewing	Informational
2:20 p.m.	14 Break and Load Bus	All	
2:30 p.m.	15 Tour of Confluence Parkway Project	Tom Wachholder	
4:00 p.m.	16 Return to Hotel and adjourn	All	

Six-Year Investment Program Project Eligibility Criteria:

Committee Recommendations

In April, FMSIB conducted an applicant survey for those who applied in 2024 to the Six-Year Investment Program. Based on feedback regarding the application process, proposed changes were recommended through committee meetings regarding scoring criteria and project eligibility criteria. Applicant feedback helped determine that the regional distribution of projects and project eligibility categories could use recommended updates. These recommendations better help FMSIB accomplish its mission as outlined in RCW 47.06A.020 that requires to the board to “adopt other evaluation criteria for the six-year program of highest priority freight mobility investments to include, but not be limited to, benefits to the state's freight system, how much funding has already been secured for a project, project readiness for construction, and the regional distribution of projects.”

Scoring Criteria

Based upon applicant survey feedback and guidance from the committee, staff updated scoring criteria to encourage a wider variety of project applicants. These updates include:

- Updating the total number of points from 26 to 35
- Updating categories as such:
 - Statewide Freight Importance – 10 Points
 - Project Funding – 8 Points
 - Overburdened Communities – 8 Points
 - Project Status – 6 Points
 - Economic Development – 3 Points
- Weighing Statewide Freight Importance as the category with the most points and allowing applicants to illustrate other strategic benefit was based on applicant feedback that non-road-based projects were confused at their eligibility.
- Project Funding and Overburdened Communities were both the next most heavily weighed categories. The need for funding correlates to project readiness, and the need for overburdened communities is required by the legislature. In addition,

overburdened communities now much more heavily weigh mitigation and alternatives taken into account by applicants.

- Project status considers the readiness of a project and how this can impact deliverables.
- Economic development allows applicants to illustrate additional benefits.

Regional Distribution of Projects

No changes to WAC; Establish Board Policy – The committee considered codifying regional distribution into the WAC, however ultimately decided that establishing a guiding board policy/principle for regional distribution is more appropriate

- Do not codify any changes into the WAC regarding regional distribution. FMSIB continues to allocate all funding recommendations based on the highest priority freight projects throughout the state. These recommendations for funding aim to have the greatest impact on freight mobility through infrastructure improvements regardless of region or distribution.
- Establish an independent board policy establishing a target goal of no more than 50% funding per region. Data will be collected and reviewed periodically regarding the regional distribution of project funding recommendations in order to update this target on an ongoing basis.
 - Establishing a funding distribution ceiling per region ensures that no one region of the state receives a majority of FMSIB funding recommendations. Creating a board policy rather than codifying into FMSIB's WAC, allows for flexibility to allocate funds in biennia where project distribution or infrastructure needs may be overly concentrated in certain regions. Washington State has an extremely robust and vast network of freight infrastructure. Ensuring that all regions of the state receive a fair proportion of funding is not only essential in avoiding perception of bias, but also to adequately fund freight mobility projects throughout all regions.

Project Eligibility Category

Maintain existing targets of recommended funding distribution per category, better define project eligibility and modify application to better describe project category

- These are the existing targets, not prescriptive requirements:
 - Bridge + Road Preservation and Replacement at 50%
 - Improving existing operations at 5%
 - Grade Separations and Expansion at 30%
 - Freight of the Future at 15%
- Better define categories with examples on the application – this includes listing a few specific projects under each category to avoid confusion. This mainly serves as helpful information for applicants so they can better determine what category or categories their project falls under and determine additional factors such as regional impact, significance etc.
- Modify the application question of project category to be more descriptive. For example, “Please describe how your project fits into one or more of the following project categories: what is the regional impact of this project, please describe the freight significance of this project etc.” This also assists in allowing maintenance projects to explain their explicit benefit since it is not clearly prescribed within a project category.
- Update “Freight Systems of the Future” to “Innovative Freight Solutions” - This will be expanded and includes original categories of truck parking, land banks and zero emissions. New additions include but are not limited to, Inland Intermodal Facilities, projects to limit GHG emissions and other practical solutions for projects that fall outside the parameters of maintenance, preservation, grade separation, or expansion of freight corridors. By broadening project types, this encourages a broader pool of applicants to apply; and incentivizes applicants to think about emerging freight needs and innovative freight projects/solutions while providing clear expectations for delivery and benefits to the freight mobility system.

Original Scoring Criteria - 2024 Application Cycle	
Statewide Freight Importance	8 Points
	Tonnage - Up to 5 Points
	5 - T1, R1, W1, W2
	3 - T2, W3, W4
	0 - T3, T4, T5, R2, R3, R4, R5, W5
	Truck Percentage or Volume - Up to 3 Points
	3 - 25%+
	2 - 15%-24%
Project Funding	1 - 10%-14%
	0 - Less than 10%
	11 Points
	Non-State Match - Up to 3 Points
	3 - 50%+
	2 - 30%-49%
	1 - 15%-29%
	Percentage of Funding Committed - Up to 5 Points
Cost Considerations	5 - 75%+
	4 - 60%-74%
	3 - 25%-39%
	2 - 25%-39%
	1 - 15%-24%
	0 - Less than 15%
	Project Listed in a Regional Plan - Up to 3 Points
	3 - Yes
Overburdened Communities	0 - No
	2 Points
	Cost Effectiveness - Up to 2 Points
	2 - More Cost Effective
	0 - Less Cost Effective
	5 Points
	Engagement with Overburdened Communities - Up to 5 Points
	3 - Above average engagement
26 Points Total	2 - Average engagement
	1 - Below average engagement
	Project Alternatives and Measures that Address Impacts, Particularly to Overburdened Communities - Up to 2 Points
	2 - Mitigation measures and alternatives considered
	0 - No mitigation measures or alternatives identified

Recommended Updated Scoring Criteria - From Committee Feedback	
Statewide Freight Importance	10 Points
	Tonnage - Up to 5 Points
	5 - T1, R1, W1, W2
	3 - T2, W3, W4
	1 - T3, T4, T5, R2, R3, R4, R5, W5
	Other Strategic Benefit - Detail how this project illustrates statewide freight importance related to: mobility, preservation, stewardship, safety, system resiliency, emissions reduction, tonnage, or another category not listed - Up to 5 Points
	5 - Project Illustrates Significant Strategic Benefits 1-4 Offers Some Strategic Benefits 0 - Offers No Additional Strategic Benefit
Project Funding	8 Points
	Percentage of Funding Committed - Up to 5 Points
	5 - 75%+
	4 - 60%-74%
	3 - 25%-39%
	2 - 25%-39%
	1 - 13.5%-24% 0 - Less than 13.5%
Overburdened Communities	Project Listed in a Regional Plan - Up to 3 Points
	3 - Yes 0 - No
	8 Points
	Engagement with Overburdened Communities - Up to 2 Points
	2 - Above average engagement
	1 - Average engagement
	0 - Below average engagement
	Project Alternatives and Measures that Address Impacts, Particularly to Overburdened Communities - Up to 2 Points
	2 - Mitigation measures identified and alternatives are able to be implemented
	1 - Mitigation measures identified, but no alternatives identified or able to be implemented
	0 - No mitigation measures or alternatives identified
	Has this project properly considered the environmental impacts of the freight project, specifically as it relates to overburdened communities? Have mitigation measures been identified and alternatives implemented? - Up to 2 Points
	2 - Mitigation measures identified and alternatives are able to be implemented
	1 - Mitigation measures identified, but no alternatives identified or able to be implemented
	0 - No mitigation measures or alternatives identified
Project Status	Has this project addressed pedestrian, cyclist, and motorist safety as it relates to freight mobility and its impacts on overburdened communities? Have mitigation measures been identified and alternatives implemented? Up to 2 Points
	2 - Mitigation measures identified and alternatives are able to be implemented
	1 - Mitigation measures identified, but no alternatives identified or able to be implemented
	0 - No mitigation measures or alternatives identified
	6 Points
	Level of Design - Up to 2 Points
	2 - 60% Design, Environmental and ROW nearly complete
	1 - 30% Design, Environmental and ROW started
	0 - Under 30% Design, Environmental and ROW not started
	Project Readiness (Is this project ready to proceed in the next 6-12 months upon award of funding, does this project offer resiliency in funding and staffing to proceed on the original timeline with reasonable variation?) - Up to 3 Points
Economic Development	3 - High project readiness
	2 - Medium project readiness
	1 - Low Project Readiness
	0 - Project not ready to proceed
	Included in a local, regional, state plan or study - Up to 1 Point
	1 - Yes 0 - No
	3 Points
	What is the statewide significance of this project as it relates to freight mobility and economic development? - Up to 2 Points
	2 - Project shows high statewide significance
	1 - Project shows average statewide significance
	0 - Project shows low to no statewide significance
	Is this project a top freight priority in your region - Up to 1 point
	1 - Yes 0 - No
35 Points Total	

thical
[plural] a set of principles
decide what is right
business/medical
eth·i·cal /'eθɪk(ə)l/
principles that p
is right and wha
issues/standard
≠ UNETHICAL: Is
animals in zoo

Ethics in Public Service Act

RCW 42.52



WHY DO WE HAVE THE ETHICS IN PUBLIC SERVICE ACT?

TO HOLD US ACCOUNTABLE TO THE PUBLIC FOR:

- ✓ ACCESS TO CONFIDENTIAL INFORMATION
- ✓ USE OF EQUIPMENT & TECHNOLOGY
- ✓ USE OF TIME
- ✓ USE OF POSITION



What is covered under the Ethics in Public Service Act?



- Public
- Agency

[illegible]

- State Auditor Office
- Co-worker

CONFLICT
OF
INTEREST

Types of Conflicts of Interest



Volunteer
Activities



Professional
& Personal



Disclose

How To Manage
a Conflict of
Interest

Abstain

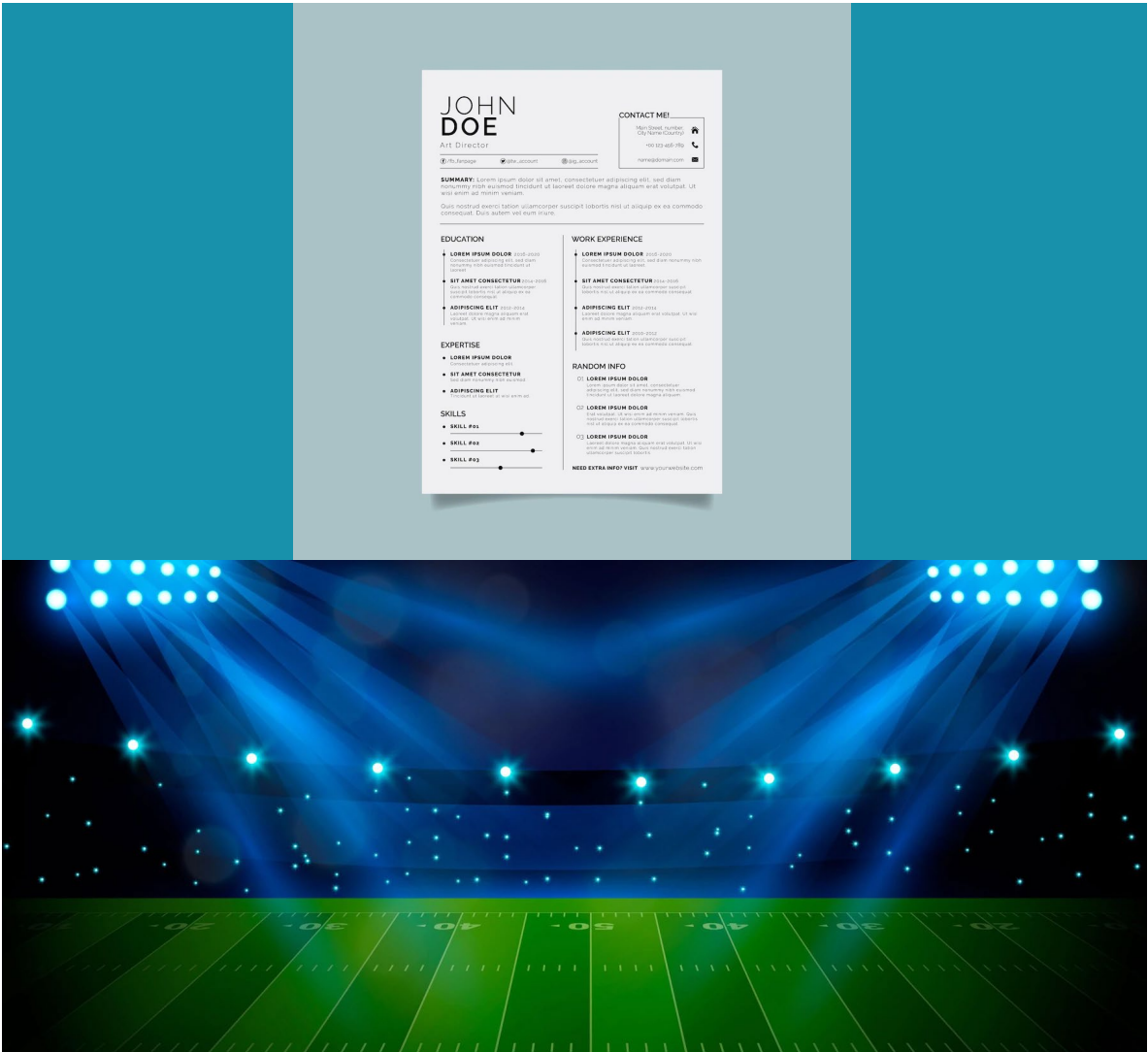
Do this
early-
when it is
a
potential
conflict
of
interest!

Screening
Memo

Procedures
or Policies

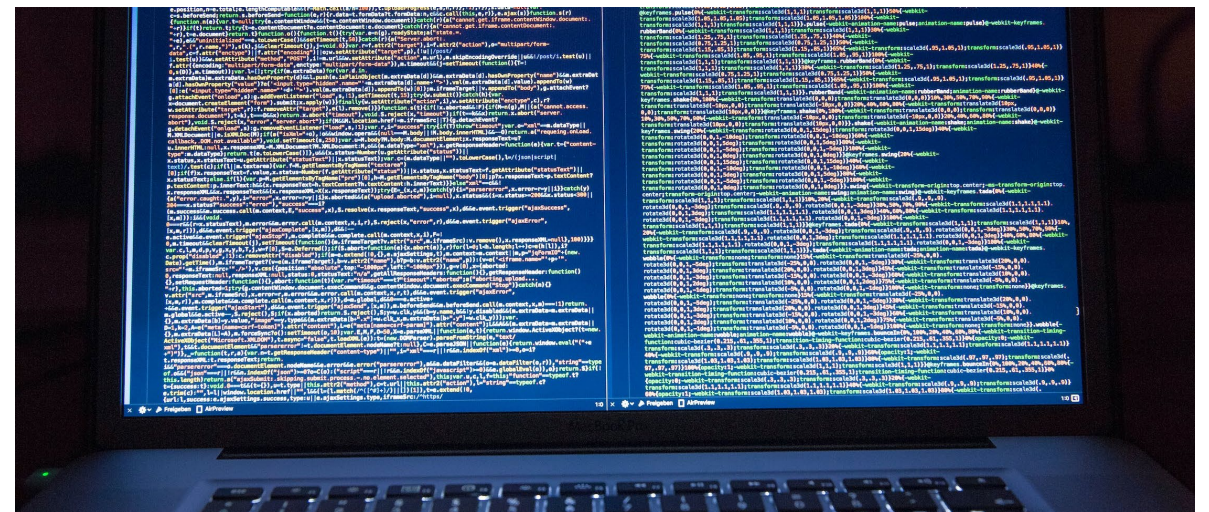
Advisory Opinion 96-09 &
Advisory Opinion 96-09A

Special Privilege





_____ confidential information to an unauthorized person
_____ information for personal or private benefit
_____ information that should be disclosed



What is considered confidential information?

Some examples:



- HIPAA & FERPA
- Banking information, social security numbers, credit card numbers

A still life composition on a dark wooden desk. In the upper left, a portion of a silver laptop is visible, showing keys like Q, S, D, A, X, C, Z, and the alt key. To the right of the laptop lies a black pen with silver accents. In the lower left, a white cup filled with dark coffee sits on a matching saucer. Centered in the lower half is a small, rectangular gift wrapped in red paper with white polka dots, tied with a cream-colored ribbon in a bow. The text "Anything of economical value" is overlaid in a large, white, sans-serif font across the middle of the image.

Anything of economical value

What is the gift worth?



Exceptions

- Items from family members
- Promotional items
- Gifts between co-workers

WHO IS GIVING ME THE GIFT?



Are you a
Section 4
employee?

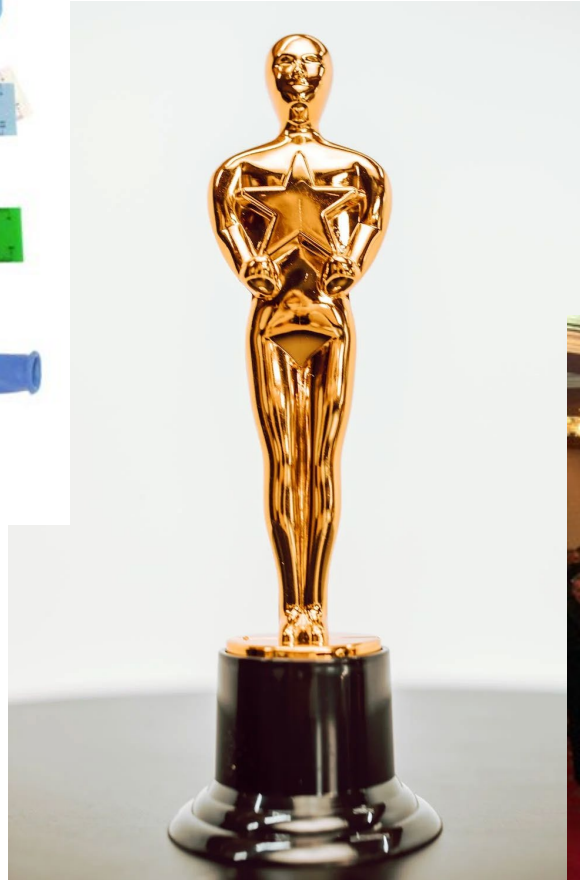
Are you
employed by a
regulatory agency
or an agency that
seeks to acquire
goods or
services?



Does your agency
regulate or
contract with the
person giving the
gift?

Did you
participate in the
regulatory or
contractual
matters with that
person?







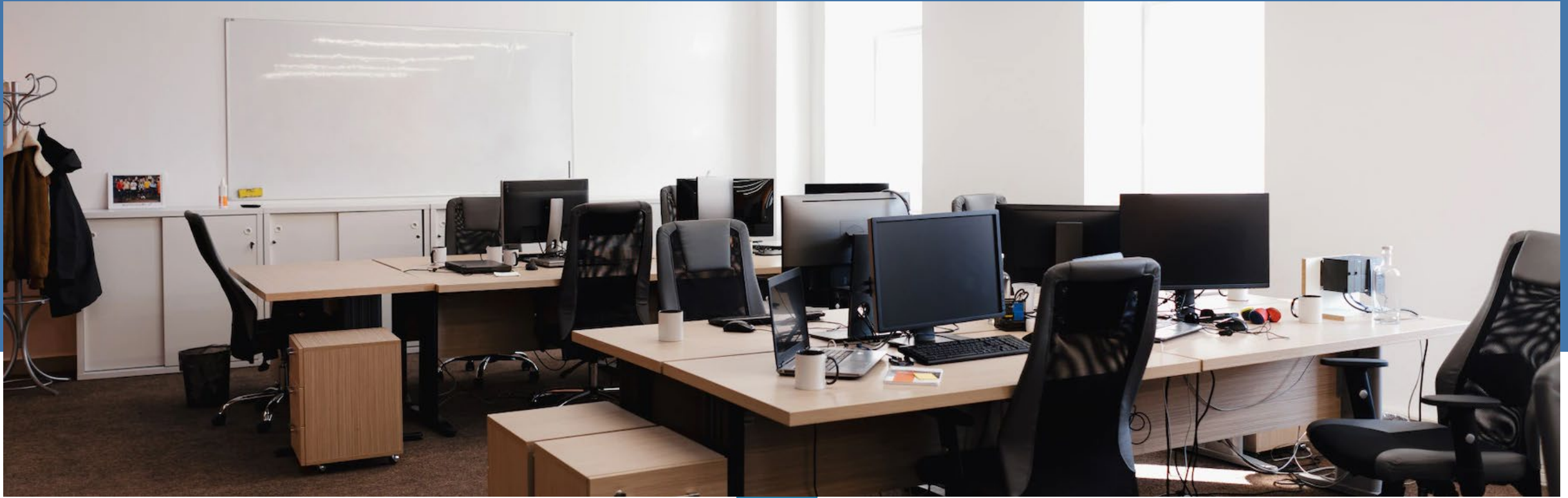
Travel expenses



Plants & Flowers



Food & Beverages



Use of State Resources

- ✓ Little or no cost to the state
- ✓ No interference with official duties
- ✓ Any use is brief
- ✓ Any use is infrequent
- ✓ Does not support your private business
- ✓ Does not support an outside organization
- ✓ Does not compromise the security or integrity of state property, information or software





Political Use

- Classroom Training
- On-line Training
- Materials on-line





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Prepared for:



WASHINGTON MARINE CARGO FORECAST 2024

Prepared by: **McKINLEY RESEARCH**
GROUP, LLC

In association with:



MARCH 2025

OUTLINE

- ONE** PROJECT BACKGROUND
- TWO** INTERNATIONAL & DOMESTIC TRADE TRENDS
- THREE** MARINE CARGO FORECAST
- FOUR** MODAL SPLIT
- FIVE** PORT ASSESSMENT



ONE PROJECT BACKGROUND



McKINLEY RESEARCH
GROUP, LLC

PROJECT SCOPE

INTERNATIONAL TRADE OVERVIEW.

Detailed discussion of leading marine cargo trends at Washington state ports and economic conditions among leading trading partners and blocs; domestic trade trends; geopolitical issues; and other factors shaping current and future cargo volumes.

MARINE CARGO FORECAST.

With breakouts by containerized, bulk, breakbulk, and neo-bulk, and by sub-state regions.

PORT-LEVEL ASSESSMENT.

Discussion of port operations, infrastructure, access, and individual port project lists and transportation system investments.

MODAL SPLIT BY CORRIDOR.

Discussion of landside transportation issues related to the marine cargo forecast, including by truck, rail, and barge.

EMERGING ISSUES AND OPPORTUNITIES.

Trends and industry developments that will shape future marine cargo flows, with a special focus on offshore wind.

PARTICIPATING PORTS



SOURCES AND METHODS

DATA INPUTS

FREIGHT DATA

- WiserTrade
- USA Trade Online
- USACE Data
- Merchandise Trade Statistics

MODAL BEHAVIOR

- FAF 5.1

INTERVIEWS

FORECASTING

FREIGHT ECONOMY MODEL

- US BEA Benchmark IO
- OECD ICIO

ECONOMIC GROWTH

- Moody's
- BLS Employment Data
- CENSUS County Business Patterns

OUTPUTS

DETAILED ORIGIN/ DESTINATION IMPORTS/ EXPORTS

- Trading Partner
- Container/Bulk/
Breakbulk/Neo-bulk
(project cargo)
- Port of Entry/Exit
- Domestic Mode
- Commodity



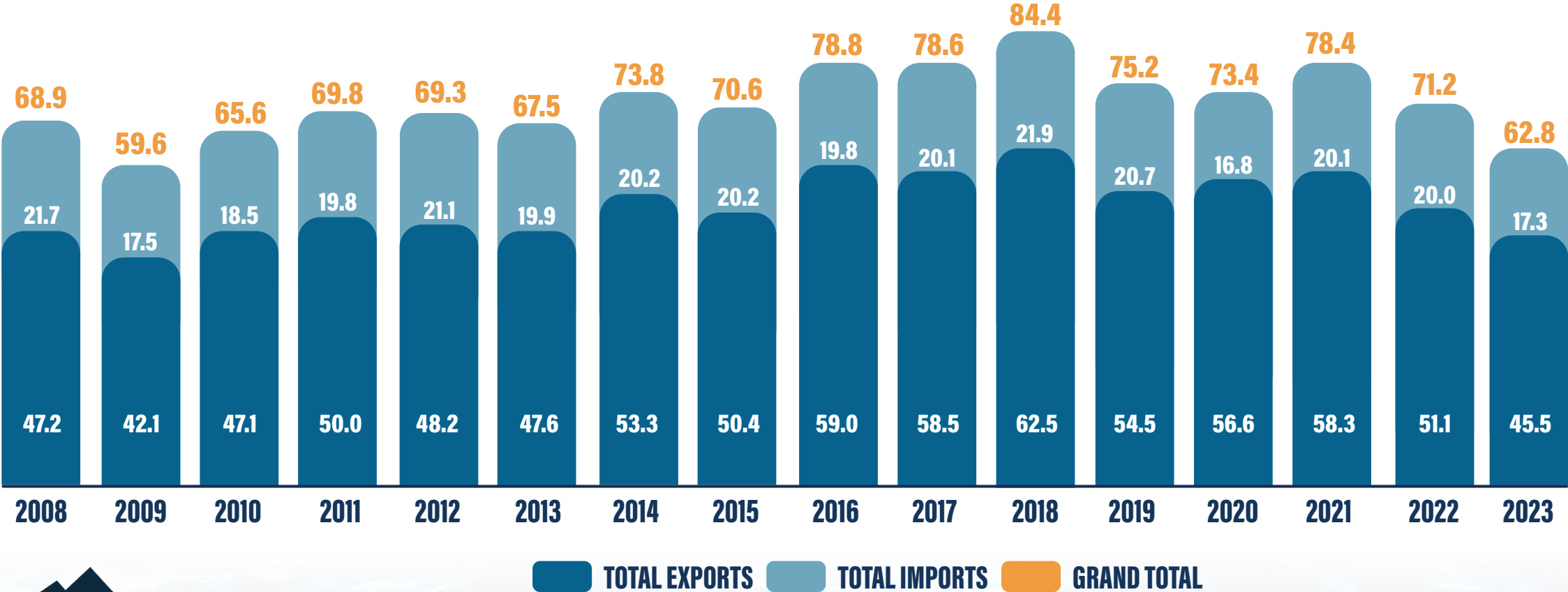
TWO **INTERNATIONAL AND** **DOMESTIC TRADE TRENDS**



McKINLEY RESEARCH
GROUP, LLC

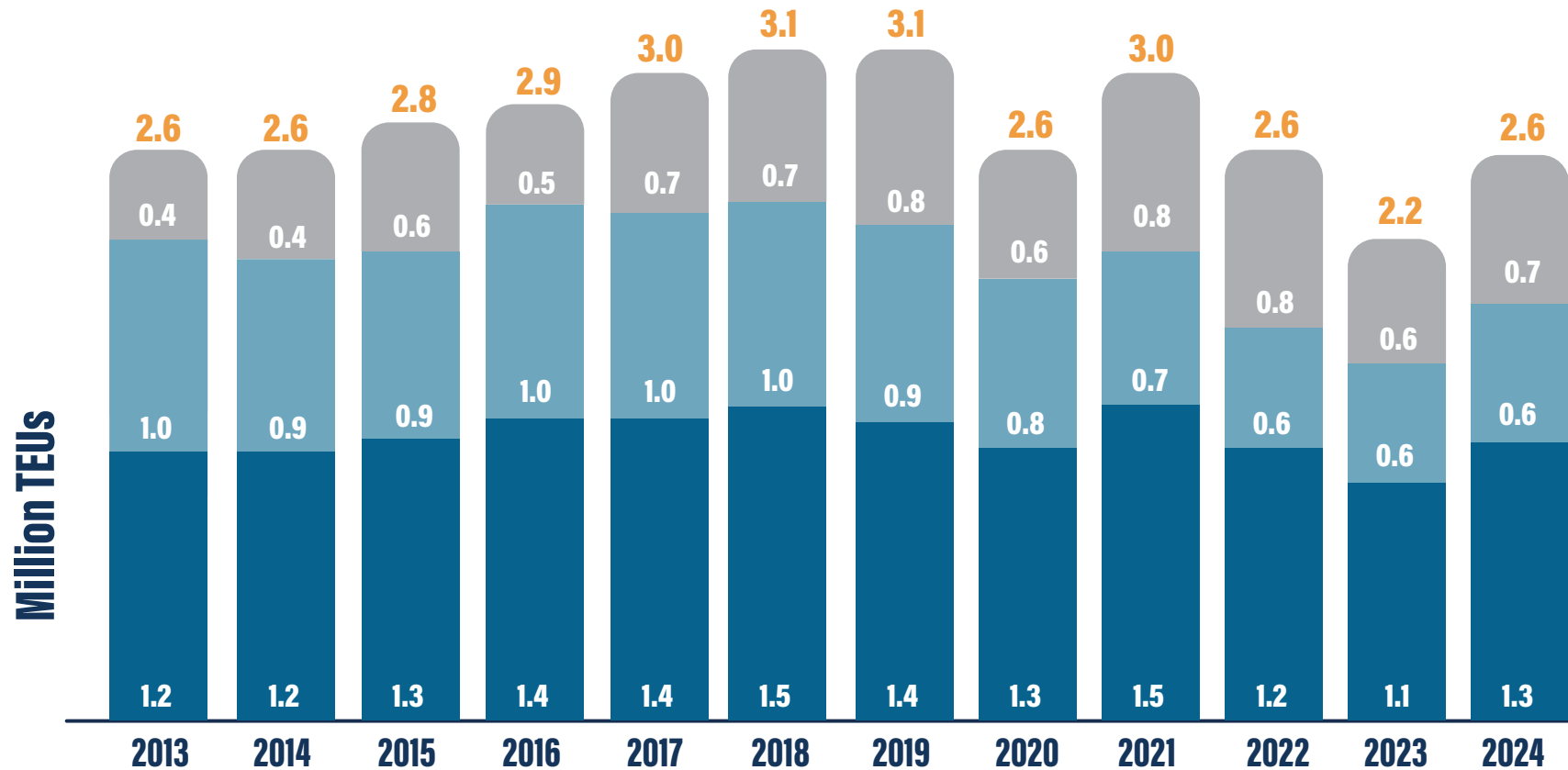
WATERBORNE IMPORTS AND EXPORTS

THROUGH WASHINGTON STATE PORTS, MILLIONS OF METRIC TONS, 2008-2023



CONTAINERIZED INTERNATIONAL TRADE

LOADED AND EMPTY CONTAINERS, IMPORTS AND EXPORTS, WASHINGTON STATE PORTS, 2013-2024

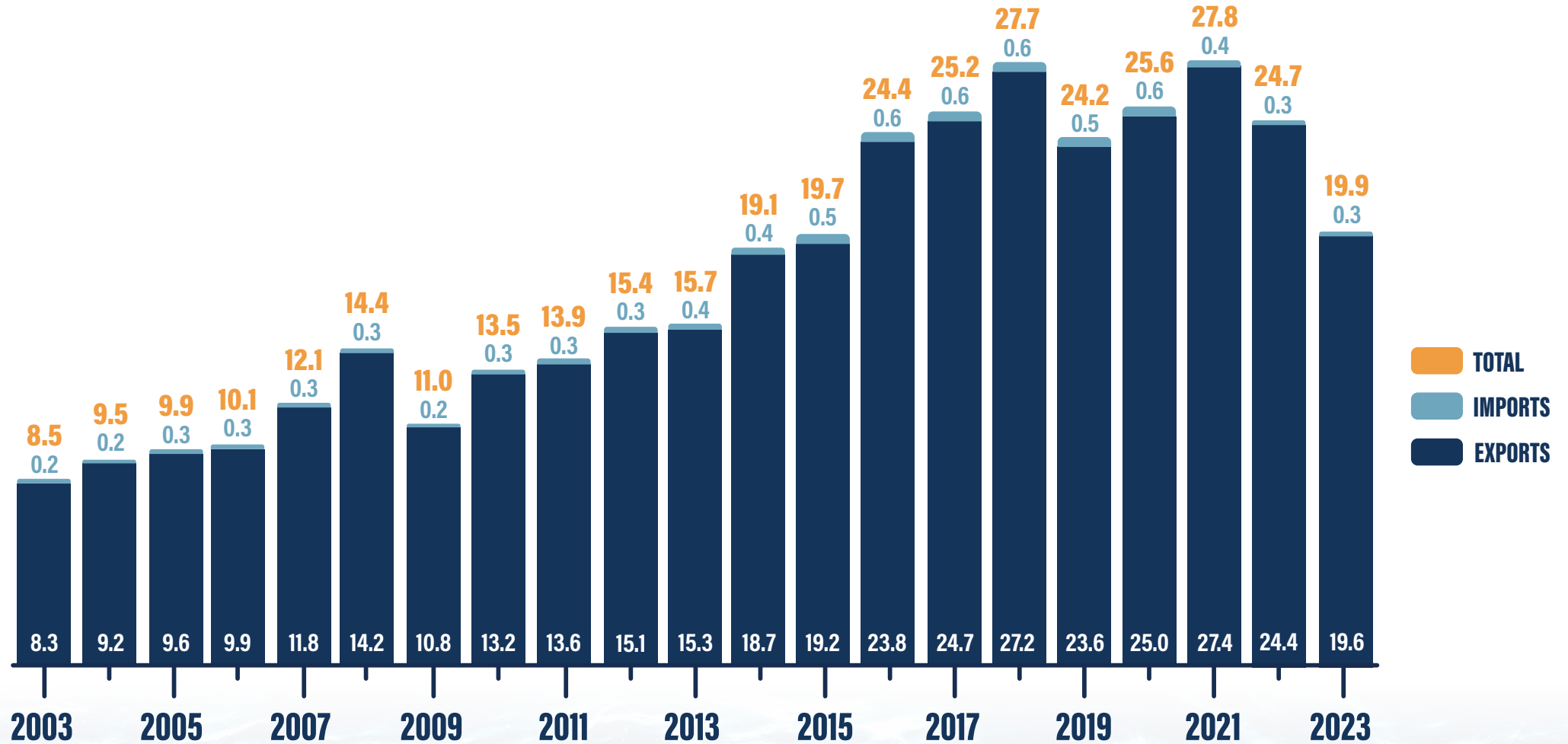


- TEUs from China down 41% between 2018 and 2023.
- Containers from or to Vietnam through The NWSA up 127% between 2017 and 2023.

Imports, loaded Exports, loaded Empties Total

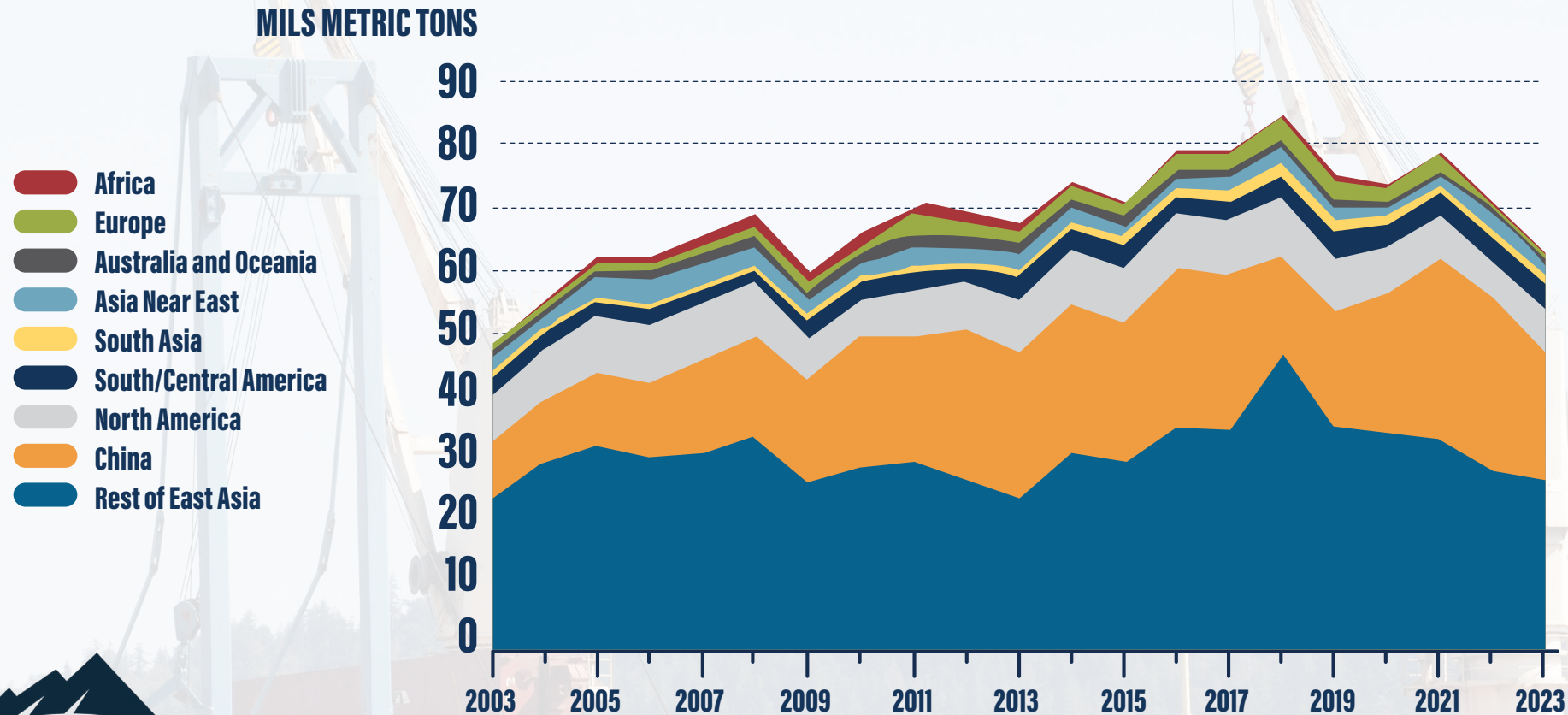
AGRICULTURAL CARGO

WASHINGTON PORTS AGRICULTURAL COMMODITIES TWO-WAY TRADE, MILLIONS OF METRIC TONS, 2003-2023



TOP TWO-WAY WATERBORNE TRADING PARTNERS

COUNTRY AND REGIONAL TRADING PARTNER WITH WASHINGTON STATE PORTS, 2003-2023, MILLIONS OF METRIC TONS

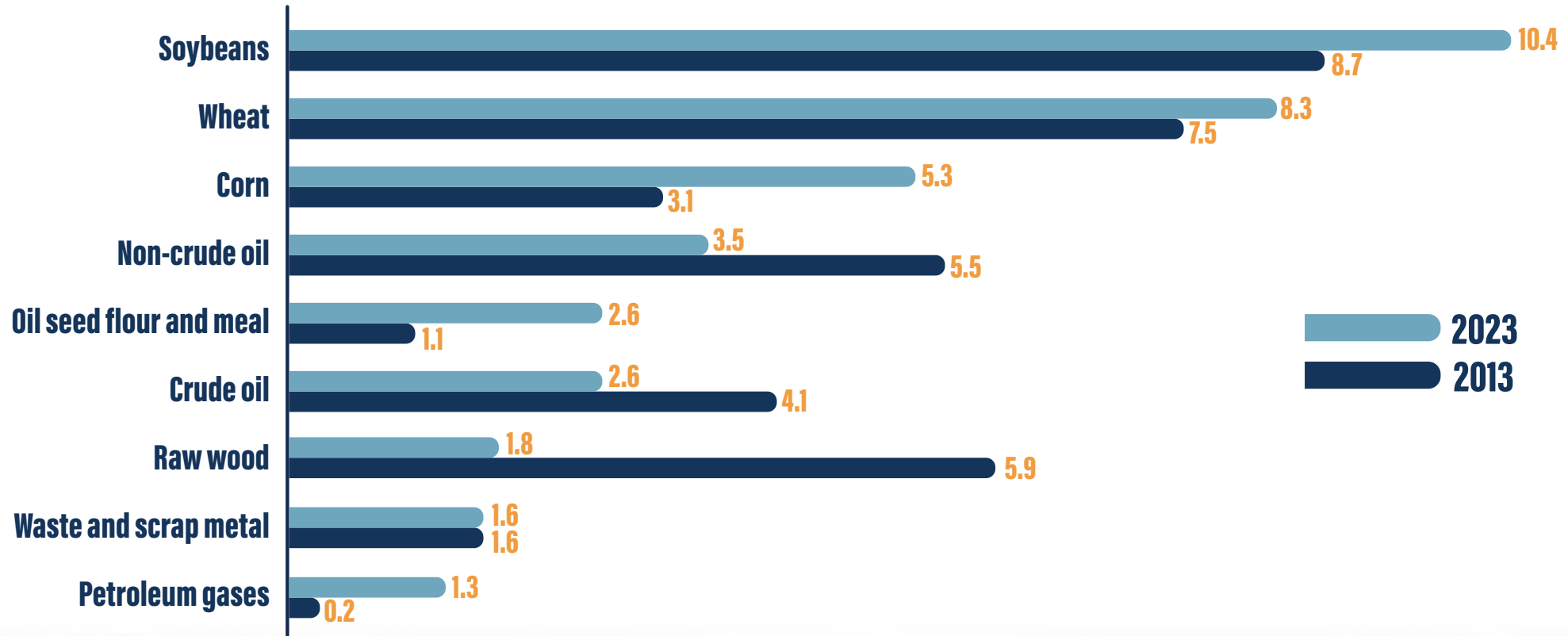


- Washington state ports' trade with China declined 30% in volume between 2021 and 2023.

DATA SOURCE: U.S. CENSUS BUREAU, USA TRADE® ONLINE, 2024.

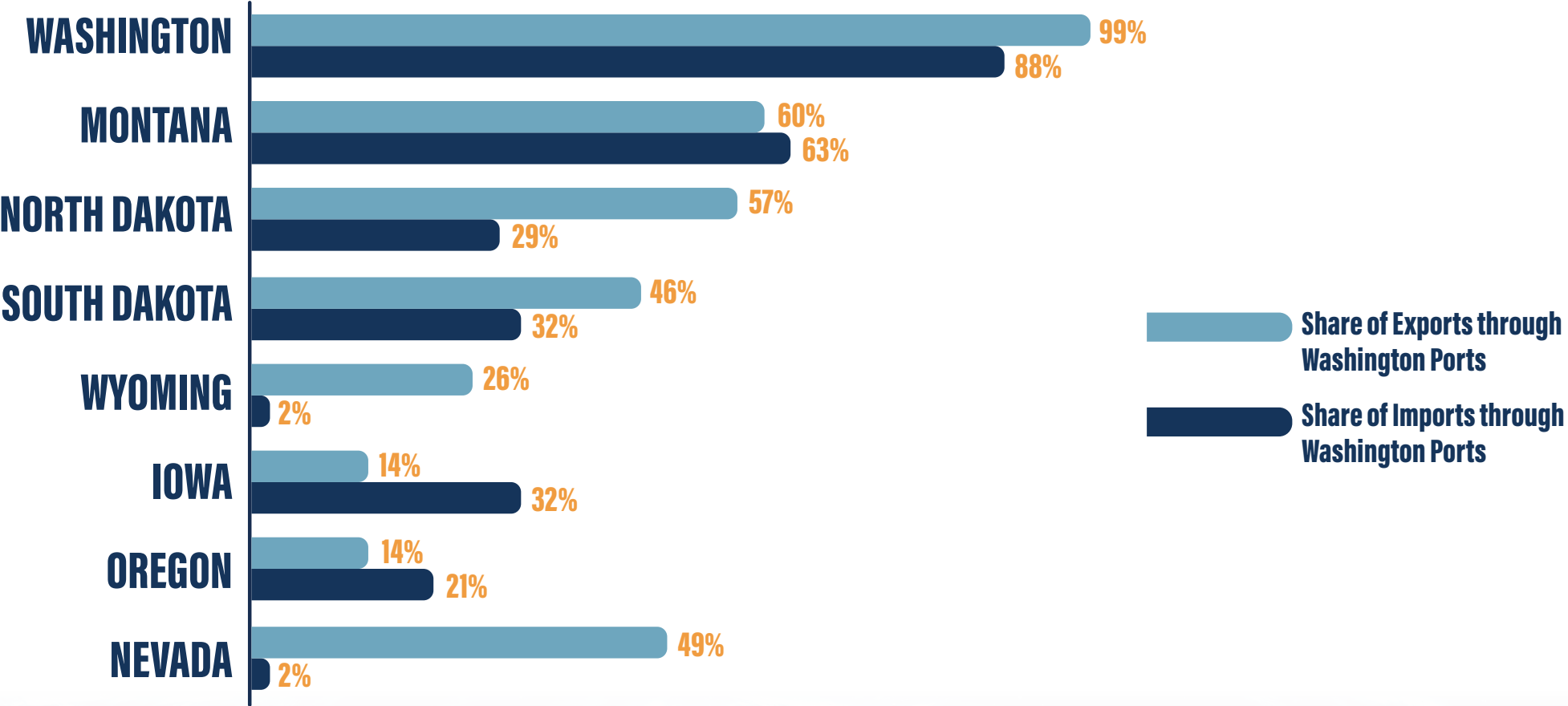
LEADING INTERNATIONAL BULK, BREAK BULK, AND NEO-BULK CARGO

THROUGH WASHINGTON STATE PORTS, BY MILLIONS OF METRIC TONS, TWO-WAY (IMPORTS AND EXPORTS), 2023



HINTERLAND CONNECTIONS

STATES WITH HIGHEST INTENSIVE USE OF WASHINGTON STATE PORTS FOR IMPORTS AND EXPORTS, 2023, BY TONNAGE



DATA SOURCES: WISER TRADE, 2024; U.S. CENSUS BUREAU, 2024; U.S. DEPARTMENT OF AGRICULTURE, 2023.

ECONOMIC OUTLOOK FOR LEADING TRADE PARTNERS

REAL GDP GROWTH, GLOBAL AND MAJOR REGION, 2008-2023 (ACTUAL) AND 2024-2029 (FORECAST)

REGION	SHARE OF WASHINGTON STATE TRADE, 2023		COMPOUND ANNUAL GROWTH RATES	
	By Tonnage	By Value	2020-2023	2024-2029
Advanced economies	35%	42%	3.3%	1.7%
Euro area	2%	2%	3.2%	1.3%
Major advanced economies (G7)	23%	25%	3.1%	1.6%
Other advanced economies*	16%	20%	3.4%	2.2%
European Union	2%	3%	3.4%	1.6%
ASEAN-5	10%	9%	4.5%	4.6%
Emerging market and developing economies	60%	53%	5.1%	4.1%
Emerging and developing Asia	44%	47%	5.9%	4.7%
Emerging and developing Europe	0%	0%	3.9%	2.7%
Latin America and the Caribbean	13%	5%	4.6%	2.5%
Middle East and Central Asia	2%	1%	3.9%	3.7%
Sub-Saharan Africa	1%	0%	4.0%	4.1%
World			4.4%	3.1%
<i>Select Countries/Regions</i>				
China	28%	28%	5.5%	3.8%
Japan	14%	22%	1.8%	0.7%
Taiwan Province of China	4%	4%	3.5%	2.5%
Hong Kong SAR	1%	0%	1.9%	2.7%
Vietnam	4%	8%	5.2%	6.4%
Korea	8%	13%	2.8%	2.2%

 SLOWER GROWTH FORECASTED

 MORE RAPID GROWTH FORECASTED

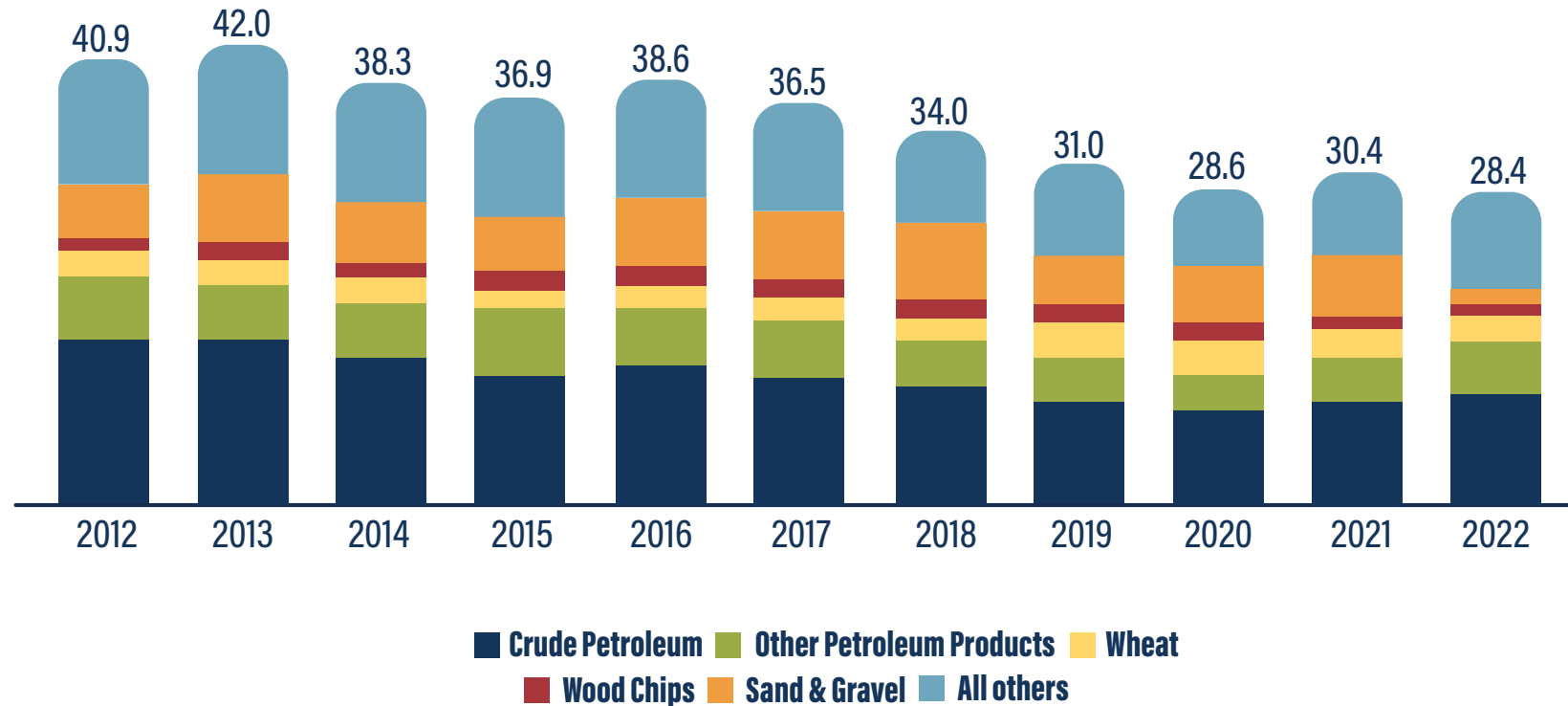
*Advanced economies excluding G7 and euro area.

Real growth based on constant prices.

Source: International Monetary Fund, April 2024.³

DOMESTIC TRADE

TONNAGE HANDLED AT WASHINGTON STATE PORTS (MILLIONS OF SHORT TONS)



- Petroleum products comprised 70% of the total domestic cargo tonnage between 2013 and 2022.
- Washington ports have handled an average of 5 million tons of crude oil each year, largely inbound from Alaska.
- In 2017, domestic TEUs were at a low of 700,000 and peaked in 2022 with 990,000 TEUs moved.

GEOPOLITICS AND ECONOMICS

CONSIDERATIONS FOR LONG-TERM CARGO VOLUMES THROUGH THE PNW

**Trade
agreements
and tariffs.**

**U.S.-China rift,
trade war, etc.
Impact on
volumes.**

**Limited
connections
with other
markets.**

**Disruptions
and Houthis.**

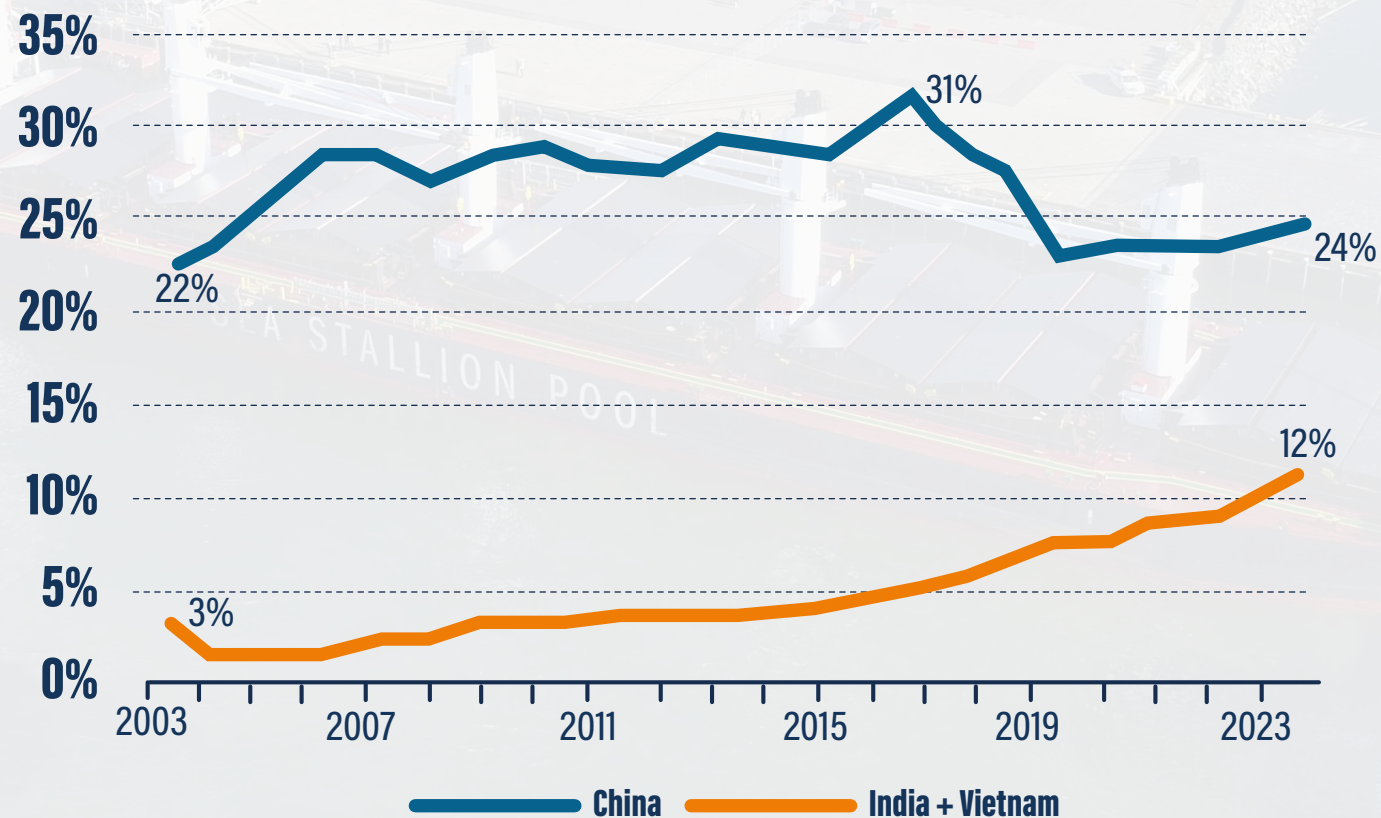
**Supply chain
diversification
and
re-shoring.**

PORT COMPETITIVENESS

- **NWSA: #4 container loading center in N. America in 2019; #8 in 2024**
- **NWSA lost 18% of cargo market share to BC ports in recent years**
- **Canada ports have advantages in policies, funding, procedures, cost**
- **Harbor Maintenance Tax (HMT) disproportionately affects WA ports**
- **Congestion in WA leads to higher costs, reduced efficiency**
- **Other US ports expanding (ex. Savannah)**
- **Recent legislative changes to HMT should improve Washington's competitive position**

SHIFTING SHIPPING LANES

CHANGES IN SHARES OF U.S. TWO-WAY TRADE (BY TONNAGE) WITH CHINA AND INDIA AND VIETNAM



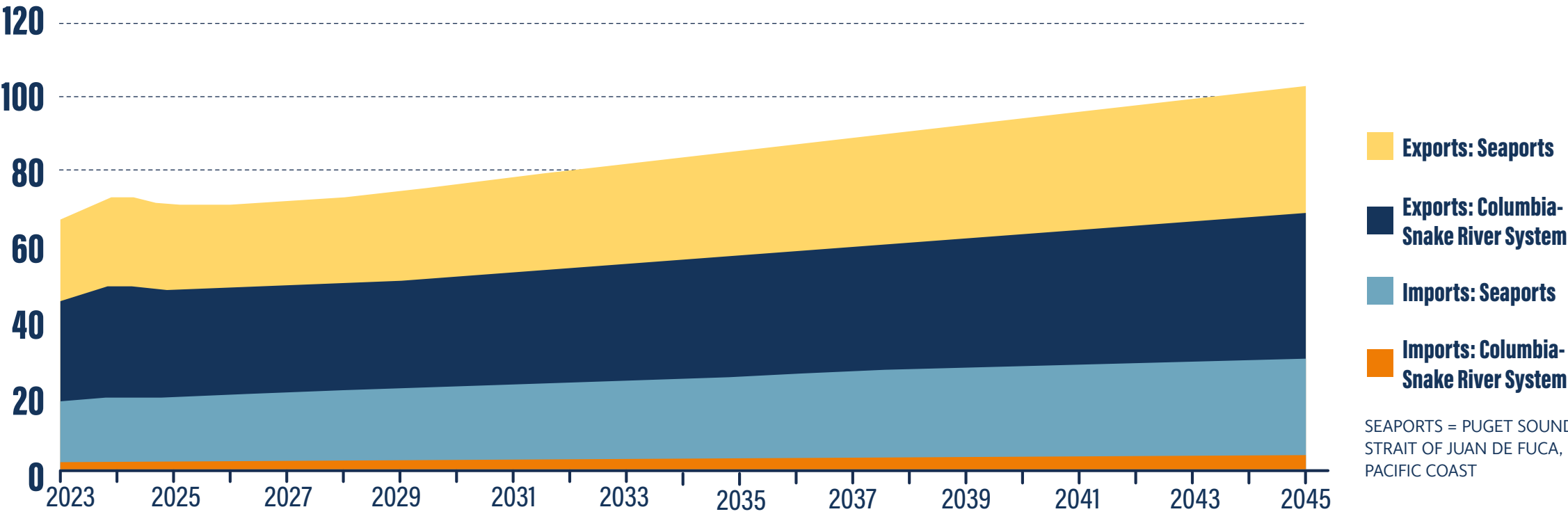


THREE MARINE CARGO FORECAST



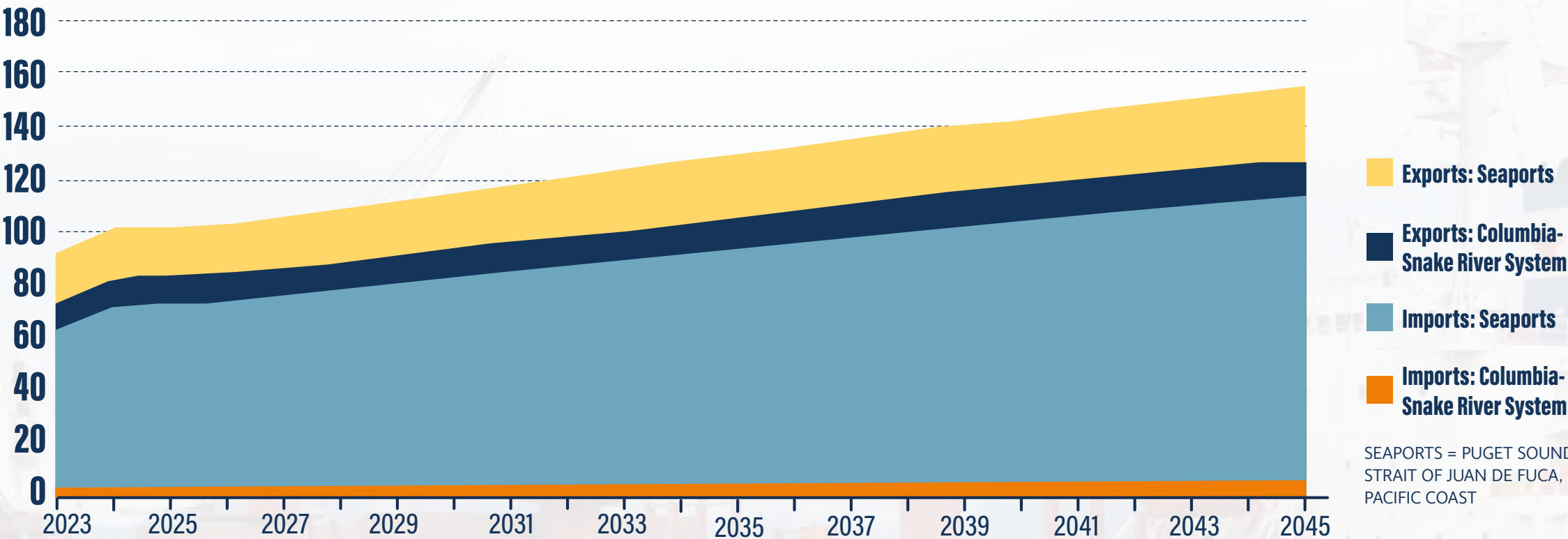
FORECASTS BY SUB STATE REGION

GROWTH IN TONNAGE | TONS OF CARGO (MILLIONS)



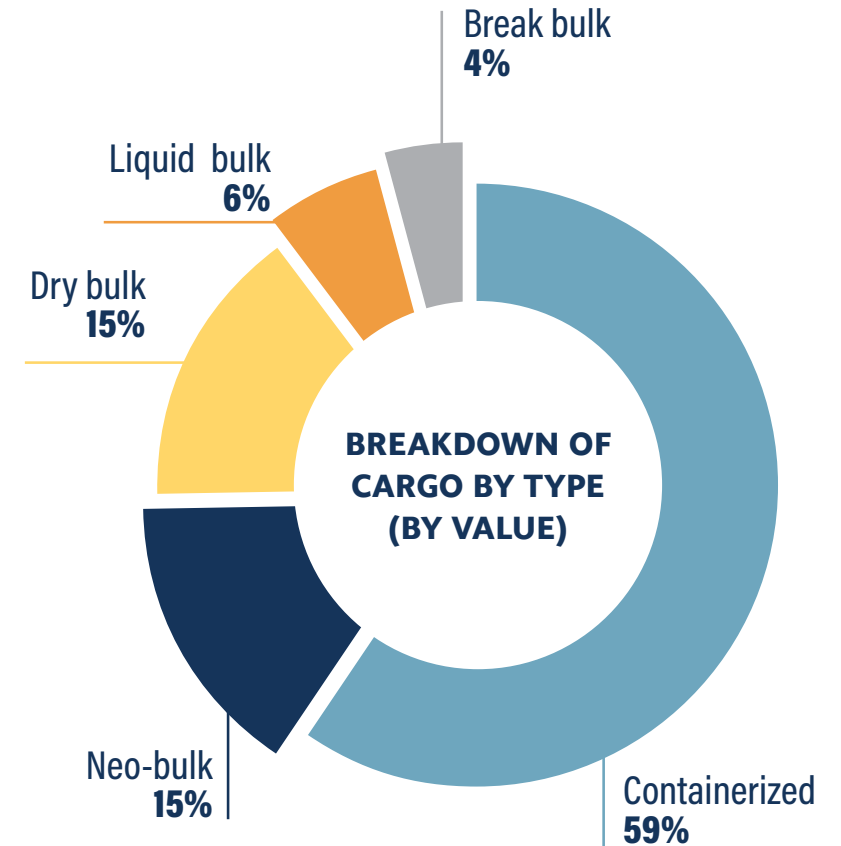
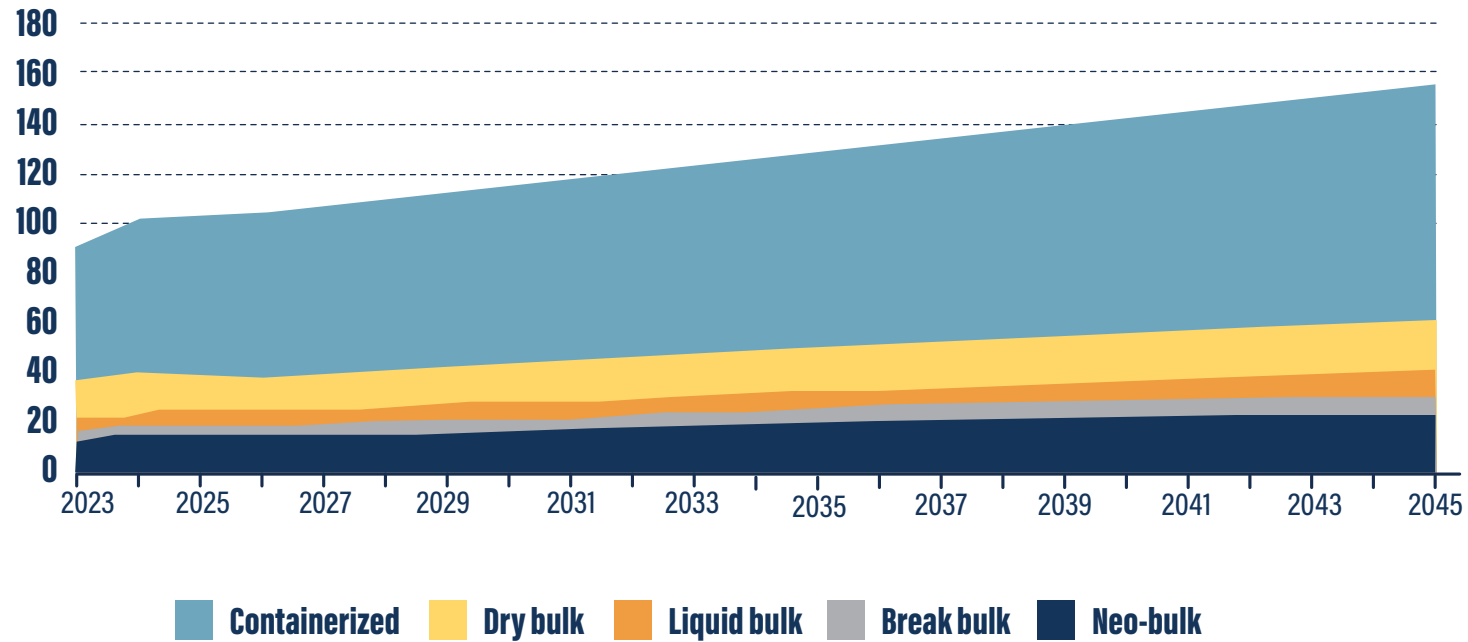
FORECASTS BY SUB STATE REGION

GROWTH IN VALUE | \$BILLIONS



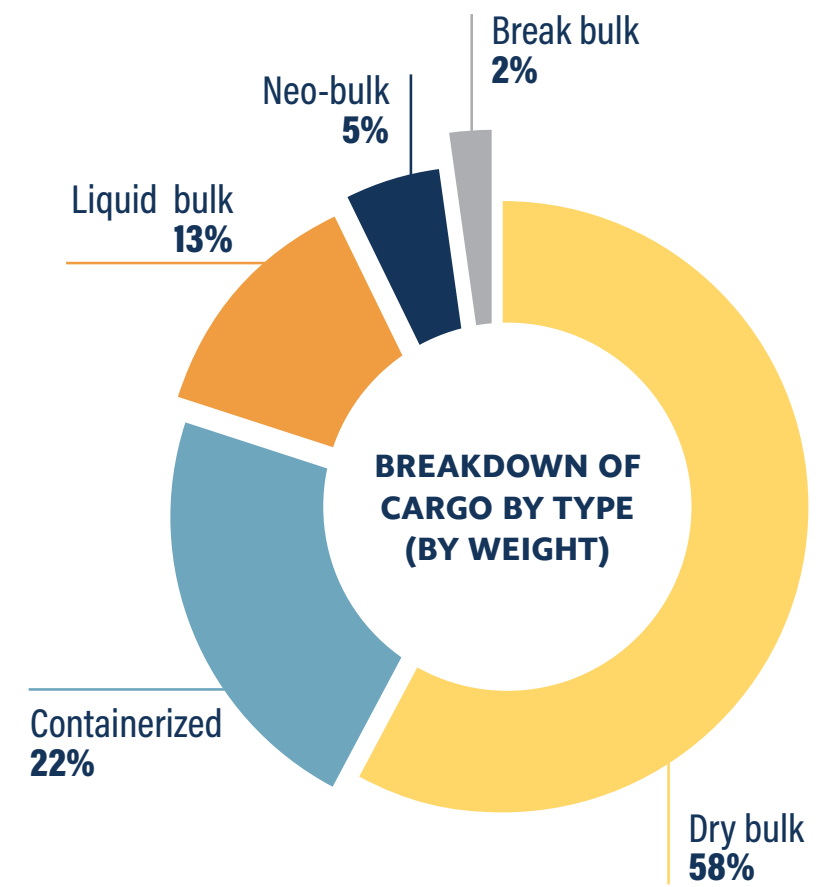
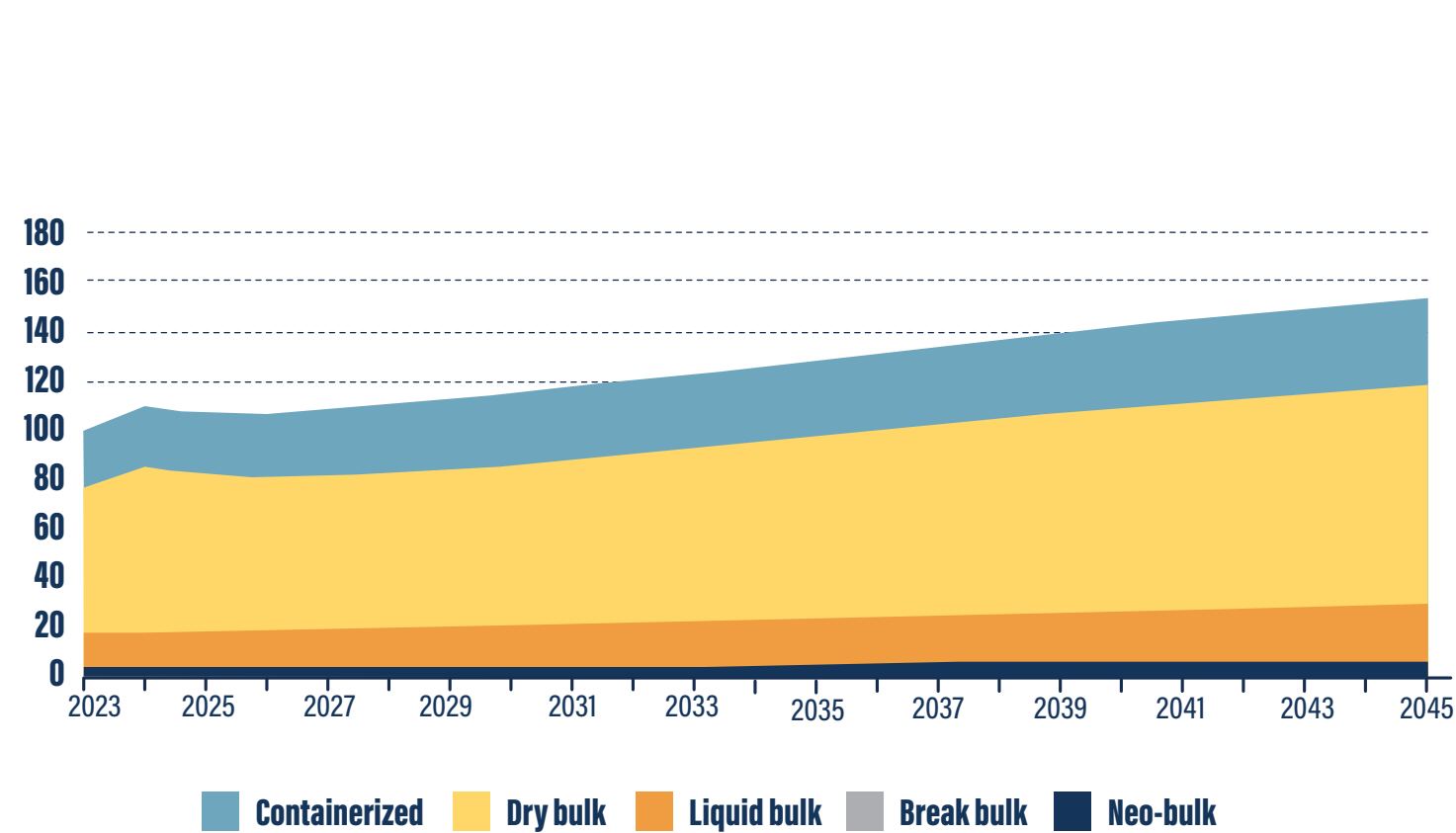
CARGO SEGMENTS

PROJECTED GROWTH IN CARGO (BY TYPE, VALUE IN \$BILLIONS)



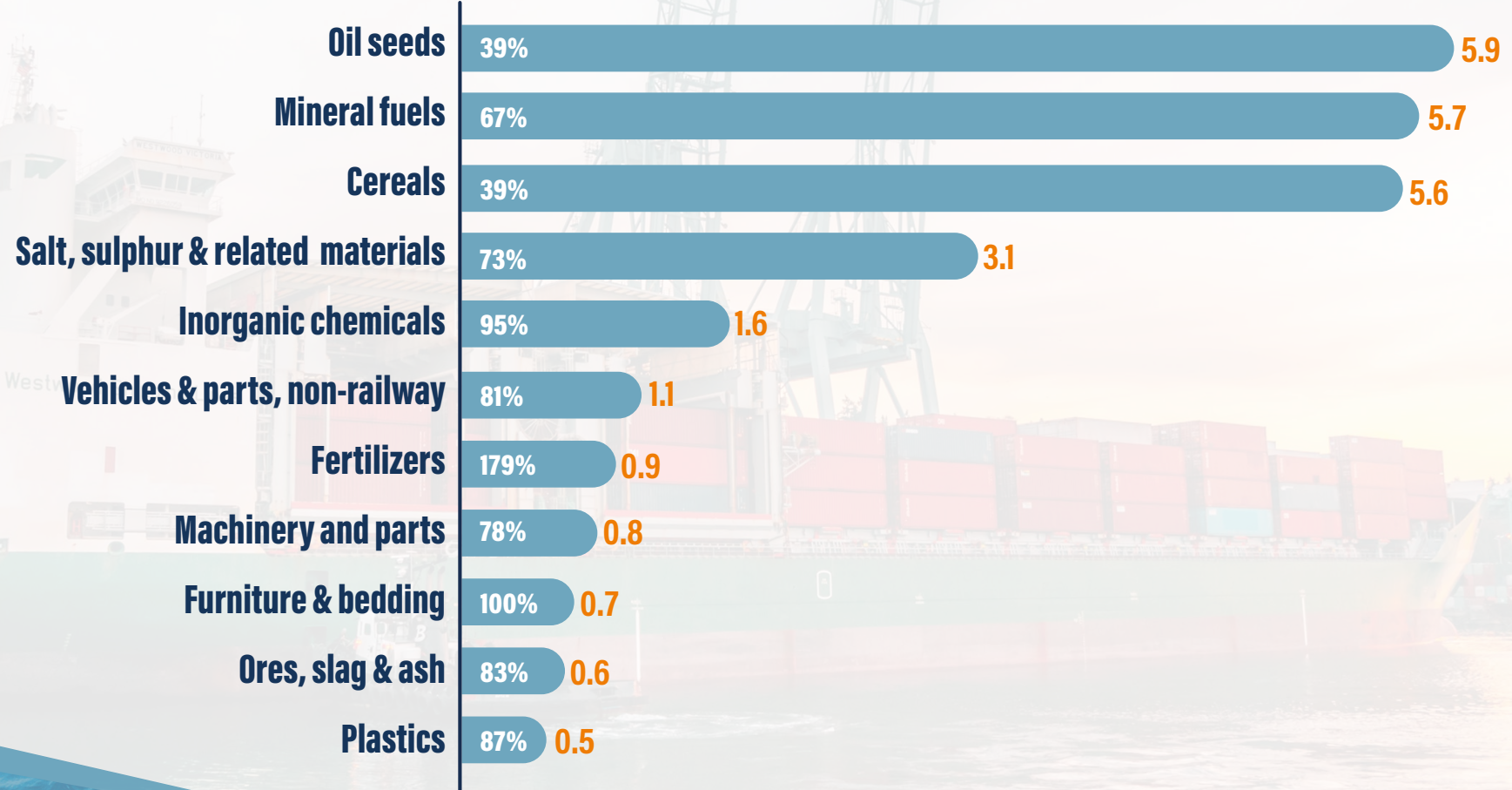
CARGO SEGMENTS

PROJECTED GROWTH IN CARGO (BY TYPE, BILLION KILOGRAMS)



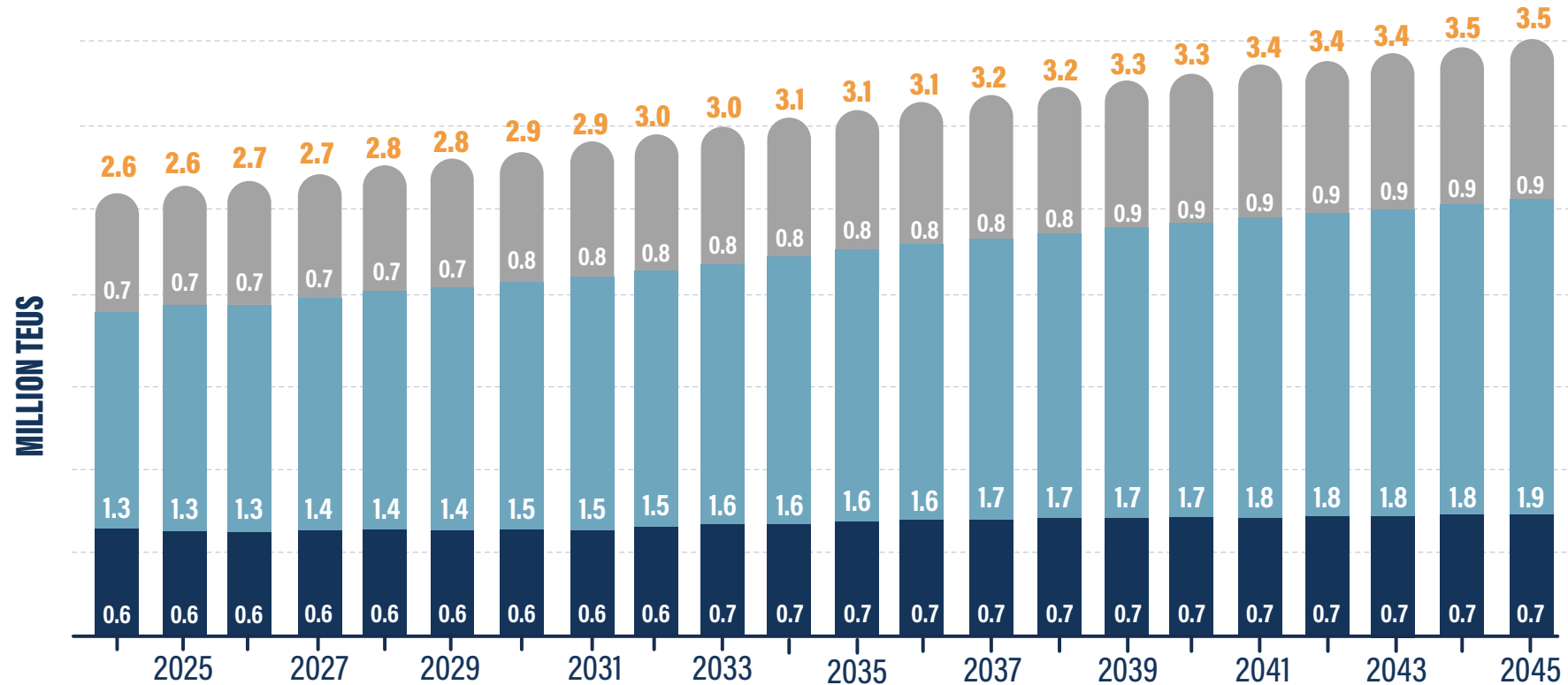
TOP GROWING COMMODITIES

NET CHANGE IN BILLIONS KG AND % GROWTH, 2023-2045



CONTAINER FORECAST

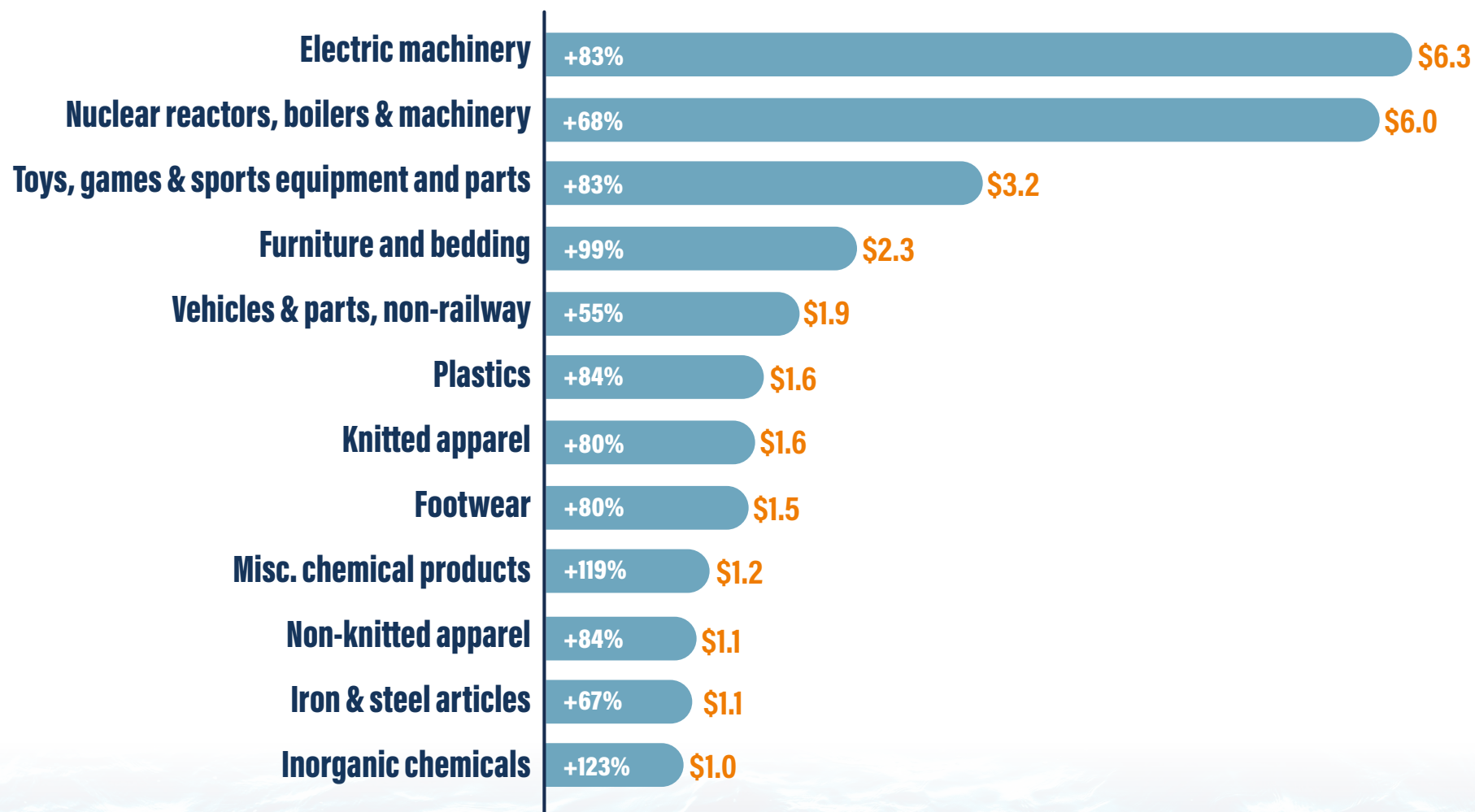
INTERNATIONAL CONTAINER FORECAST, LOADED AND EMPTY, WASHINGTON PORTS (MILLIONS OF TEUs)



■ Exports, loaded ■ Imports, loaded ■ Empties ■ Total

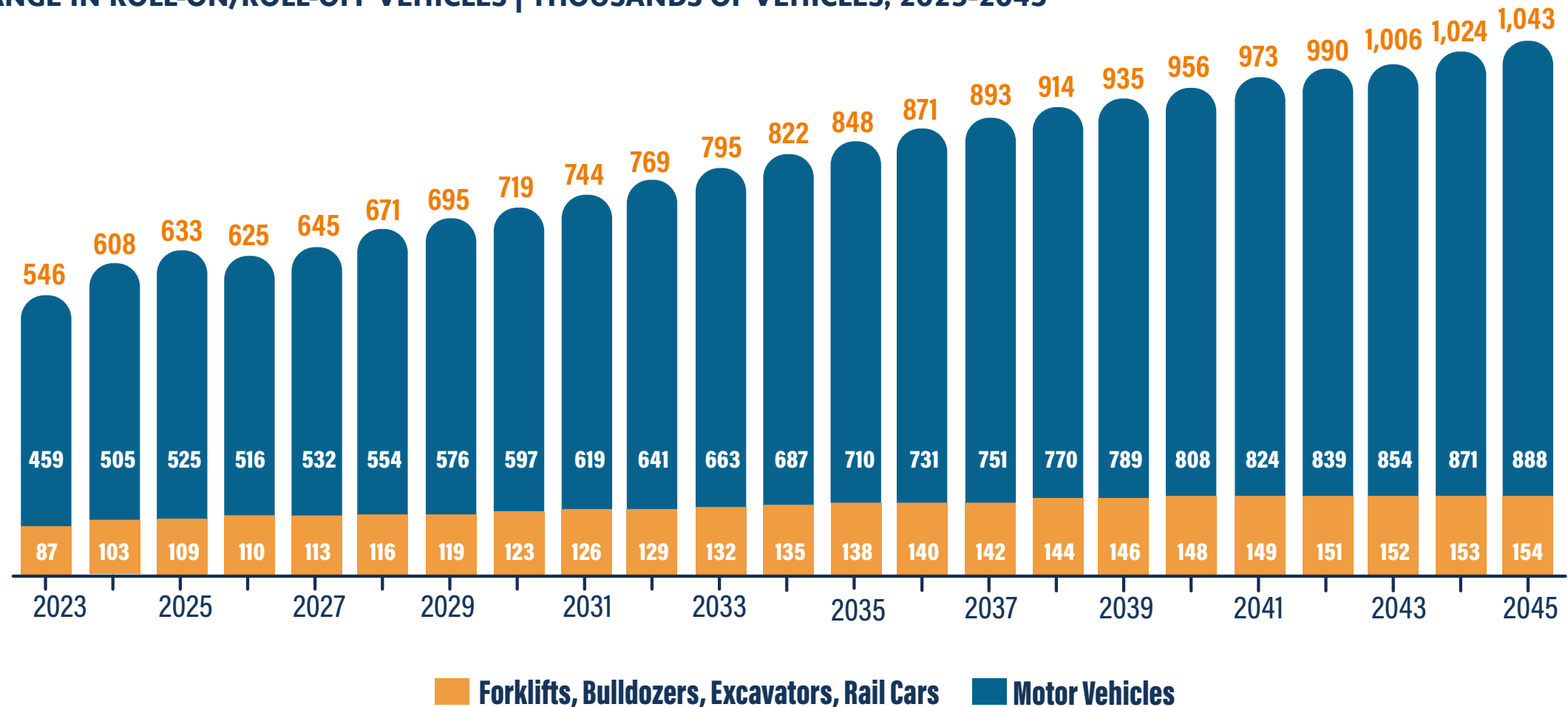
CONTAINER FORECAST

TOP GROWING CONTAINERIZED COMMODITIES BY NET CHANGE, \$BILLIONS AND % GROWTH, 2023-2045



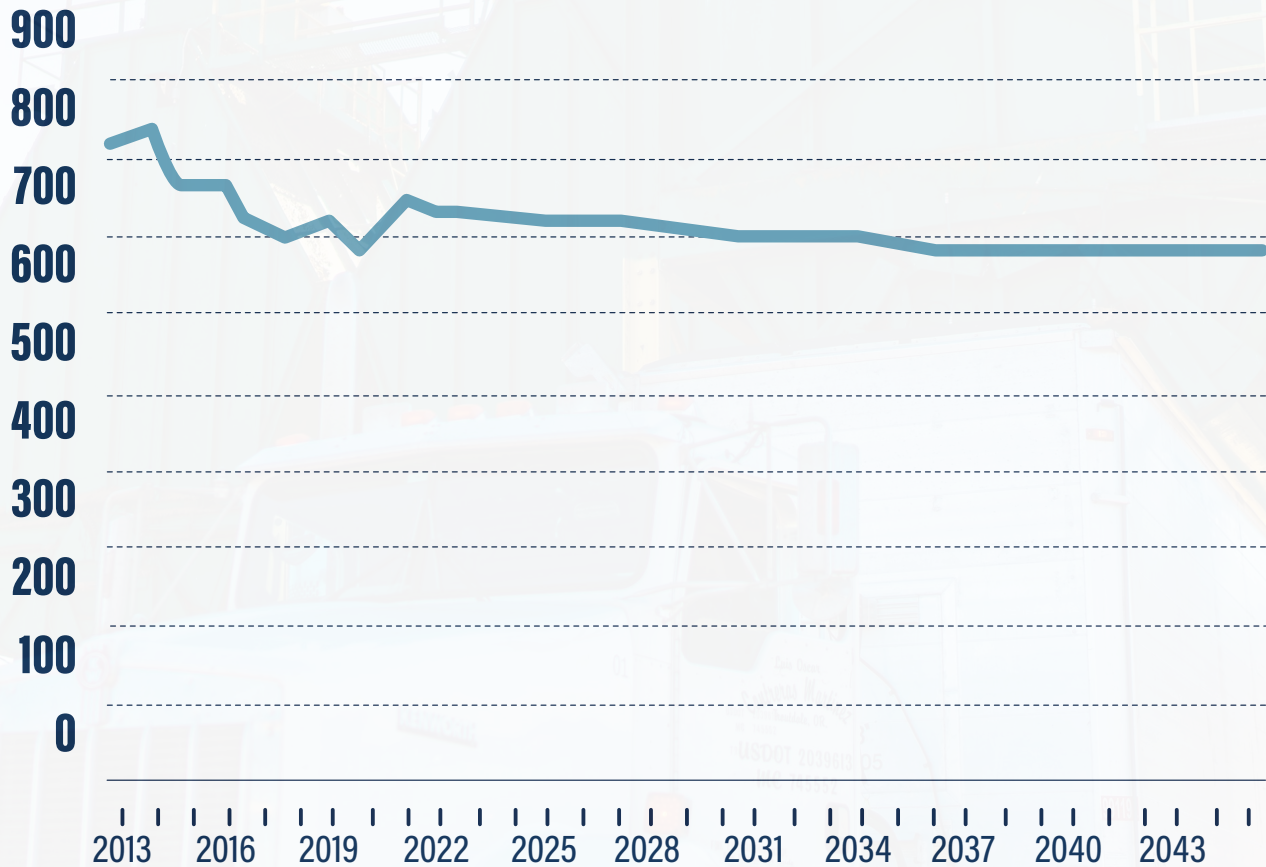
RO-RO FORECAST

CHANGE IN ROLL-ON/ROLL-OFF VEHICLES | THOUSANDS OF VEHICLES, 2023-2045



DOMESTIC CARGO

PROJECTED DOMESTIC CONTAINER CARGO (TEUS), LOADED AND EMPTY (THOUSANDS OF TEUS)



SOURCES: THE NORTHWEST SEAPORT ALLIANCE, 2024; U.S. ARMY CORP OF ENGINEERS COMMERCIAL WATERBORNE DATA, 2024. MOODY'S, 2025.

FACTORS AFFECTING FORECAST

- **U.S.-China rivalry**
- **Shifting supply chains**
- **Decline or deceleration in global trade**
- **Slowdown in global economic growth**
- **Geopolitical uncertainties and risks of future conflicts**
- **Growing demand for higher quality foods**
- **Larger container ships ⇒ fewer vessel calls**
- **Increased competition from other ports**
- **Changes in value of U.S. dollar**

TARIFF UPDATE

As of May 30, 2025

- **US tariffs on China reduced to 30%**
- **US-UK tariffs : blanket 10% tariffs apply to UK imports to the US, 25% tariffs on steel, aluminum, cars/parts; UK tariffs on car imports from the US, various tariffs on imports of non-auto imports**
- **White House tariff decisions under the International Emergency Economic Powers Act (IEEPA) declared unconstitutional by the US Court of International Trade; outcome of ruling depends on appeals filed by the Trump administration**
- **Regardless of ruling on White House uses of IEEPA, it can impose other tariffs on lists of commodities using Section 232, Section 301, other regulations**

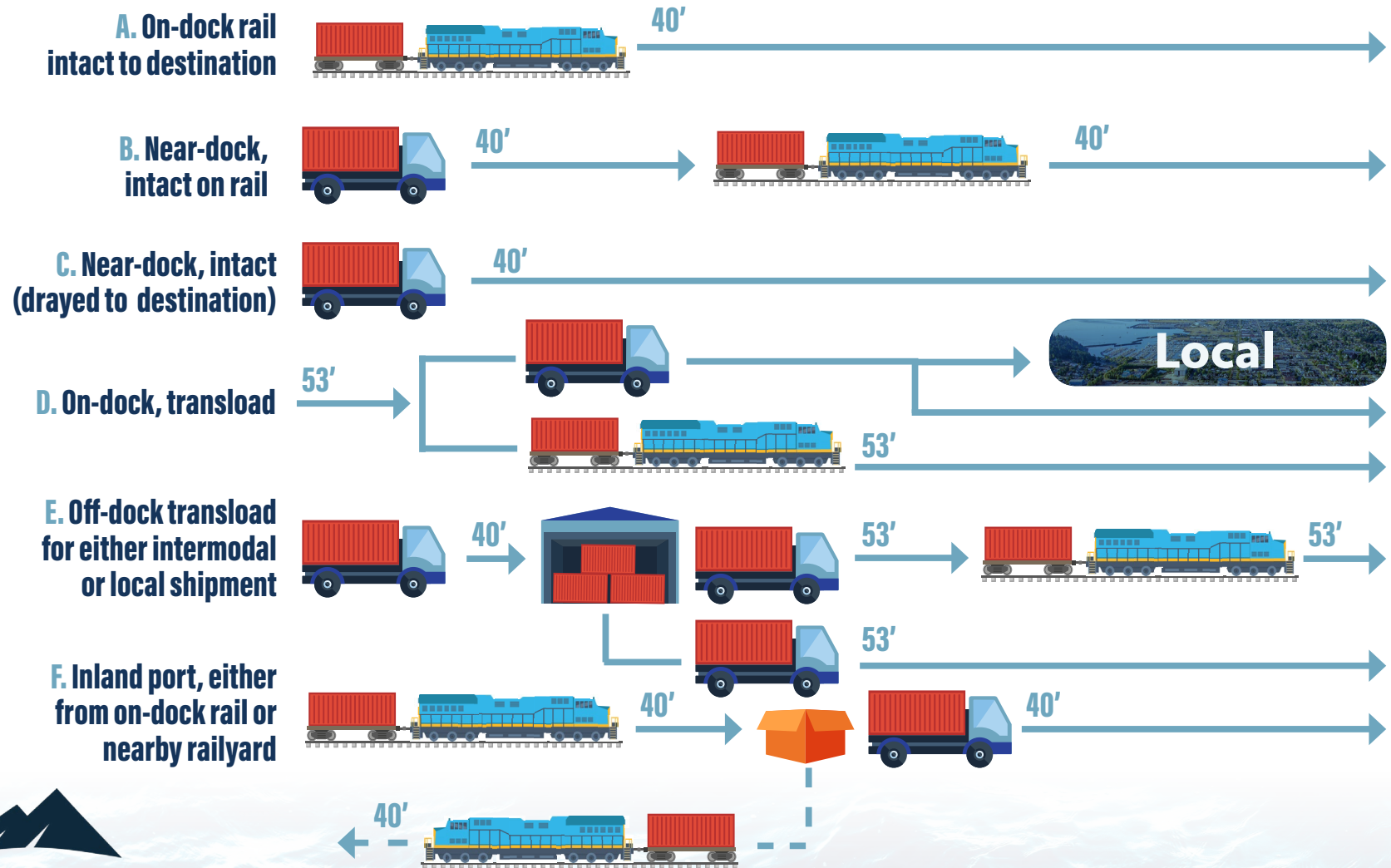


FOUR TRANSPORTATION MODAL SPLIT



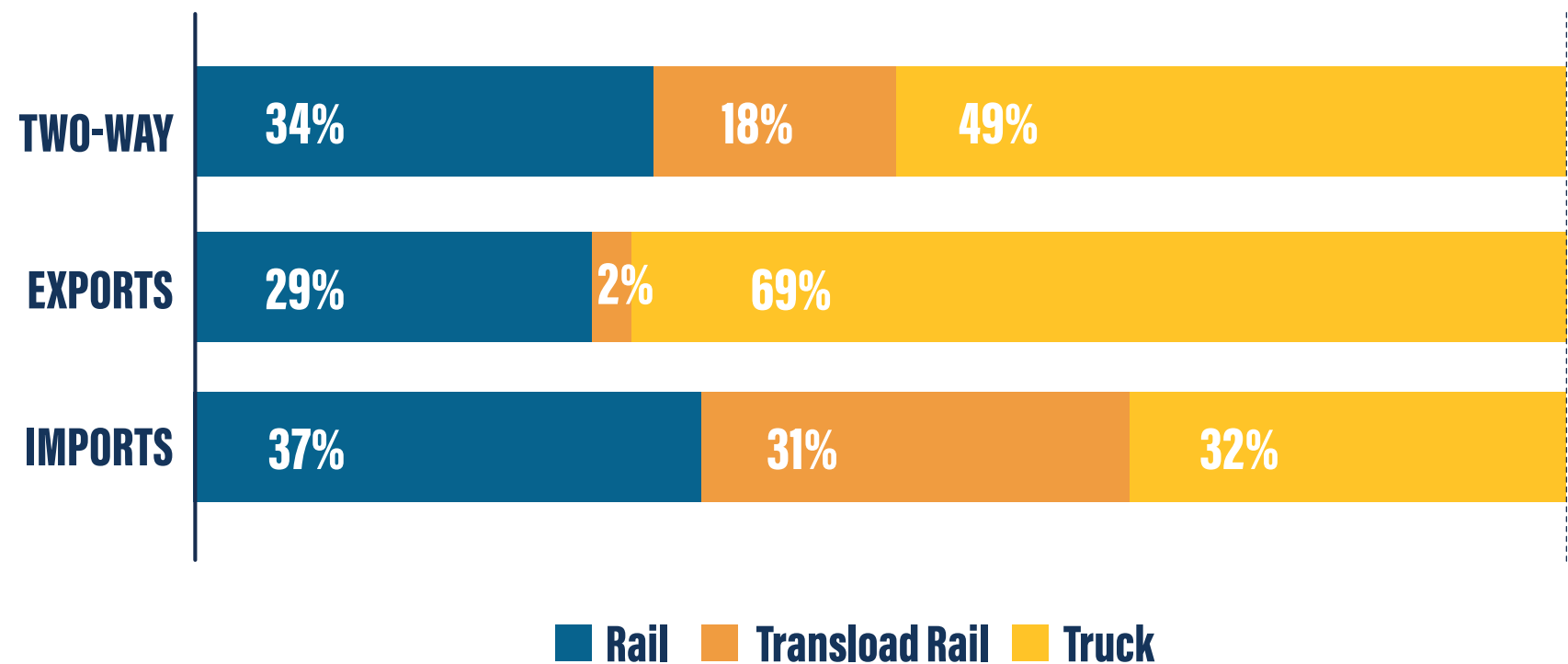
McKINLEY RESEARCH
GROUP, LLC

IMPORTED CONTAINER MODAL SPLITS



CONTAINERIZED CARGO BY MODE TO/FROM WASHINGTON STATE PORTS, 2023

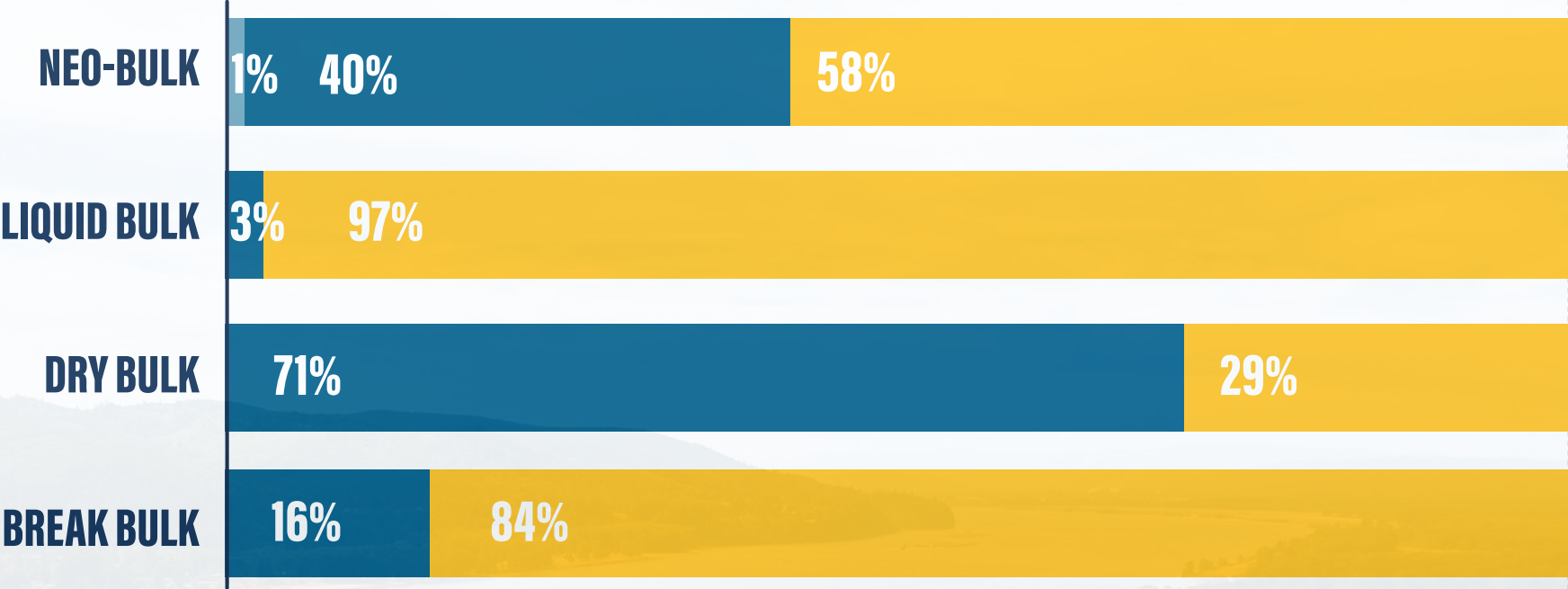
BASED ON TONNAGE



SOURCES: U.S. CENSUS BUREAU, 2024; PROJECT TEAM ANALYSIS.
FIGURES MAY NOT SUM TO TOTALS DUE TO ROUNDING.

NON-CONTAINERIZED CARGO BY MODE TO/FROM PUGET SOUND, STRAIT OF JUAN DE FUCA, AND PACIFIC COAST PORTS, 2023

BASED ON TONNAGE

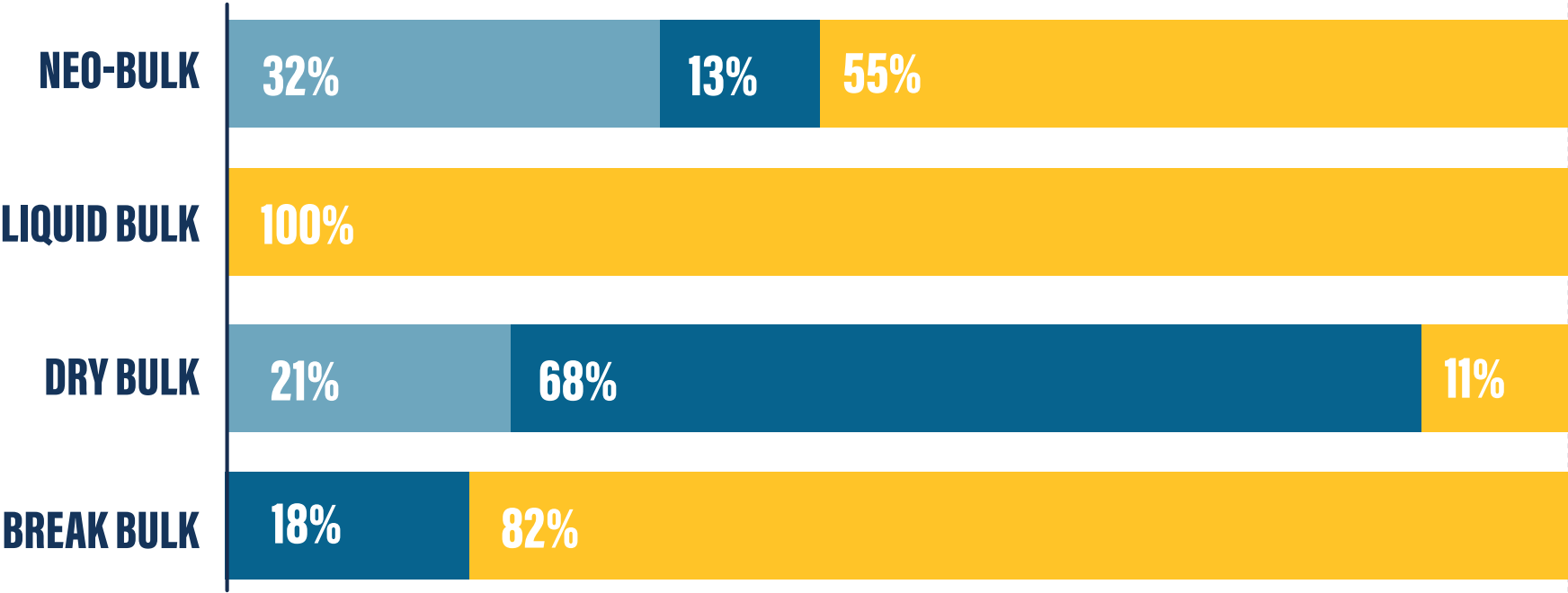


■ Barge ■ Rail ■ Truck

SOURCES: U.S. CENSUS BUREAU, 2024; PROJECT TEAM ANALYSIS.
FIGURES MAY NOT SUM TO TOTALS DUE TO ROUNDING.

NON-CONTAINERIZED CARGO BY MODE TO/FROM COLUMBIA SNAKE RIVER SYSTEM PORTS, 2023

BASED ON TONNAGE



■ Barge ■ Rail ■ Truck

SOURCES: U.S. CENSUS BUREAU, 2024; PROJECT TEAM ANALYSIS.
FIGURES MAY NOT SUM TO TOTALS DUE TO ROUNDING.

MODAL SPLIT FACTORS

21% of dry bulk cargo handled at river ports is transited via barge.

63% of container imports are transloaded or trucked inland.

Investments in rail capacity and inland logistics services can help mitigate truck congestion at/near terminals.

Short sea shipping could create resiliency for moving goods along the I-5 Corridor or to parts of the Olympic Peninsula.



FIVE PORT ASSESSMENT



PORT MARINE CARGO CAPABILITIES AND ASSETS

PORT	TYPE	SURFACE ACCESS		CARGO TYPE (✓) = PLANNED					MAJOR COMMODITIES	MAJOR MARKETS	CARGO INFRASTRUCTURE	PLANNED CARGO PROJECTS
		Rail	Highway	Liquid bulk	Dry bulk	Break bulk	Neo-bulk	Container				
Anacortes	Seaport	None	SR20		✓	✓	✓		Petcoke, sulfur	Mexico, India, East Asia	<ul style="list-style-type: none"> • Deepwater dock • Barge dock • Laydown space 	<ul style="list-style-type: none"> • Pump-out • Electrification • Improved road access • Warehouse
Bellingham	Seaport	Class I: BNSF (planned)	I-5		(✓)	(✓)	(✓)	(✓)	none currently	n/a	<ul style="list-style-type: none"> • Cargo dock • Barge dock • Warehousing • Laydown space 	<ul style="list-style-type: none"> • Marine Terminal • Modernization • Dredging • Connection to BNSF Electrification
Benton	Riverport	Shortline: Southern Connection	I-82 I-182 SR240 SR224			✓			Decommissioned nuclear materials	U.S. Navy	<ul style="list-style-type: none"> • Barge terminal • Container crane 	<ul style="list-style-type: none"> • Rail extension • Intermodal facility/Inland port
Chehalis	No water access	Class I: BNSF, UP	I-5 SR6 SR12		(✓)				none currently	n/a	6 industrial inland properties	<ul style="list-style-type: none"> • Southwest Washington Grain Project • Public grain storage and transloading facility

PORT	TYPE	SURFACE ACCESS		CARGO TYPE (✓) = PLANNED					MAJOR COMMODITIES	MAJOR MARKETS	CARGO INFRASTRUCTURE	PLANNED CARGO PROJECTS
		Rail	Highway	Liquid bulk	Dry bulk	Break bulk	Neo-bulk	Container				
Everett	Seaport	Class I: BNSF	I-5 US2 SR529		✓	✓	✓	✓	Cement, project cargo, aerospace components	Japan, South Korea, China	<ul style="list-style-type: none"> • 2 marine terminals with 8 berths • Barge terminal • Satellite intermodal facility 	<ul style="list-style-type: none"> • Hewitt Terminal pier 3 electrification • South Terminal clean up • Pacific Terminal improvements
Grays Harbor	Seaport	Class I: BNSF, UP via PSAP	I-5, US 101 US 12		✓	✓	✓		Seafood, forest products, autos, liquid bulk	Southeast Asia, South Korea	<ul style="list-style-type: none"> • 4 deep water terminals with 5 berths • Warehousing • Rail loops • Paved cargo yard 	<ul style="list-style-type: none"> • Terminal 4 Expansion & Redevelopment • Wood Pellet Manufacturing & Export Facility
Kalama	Riverport	Class I: BNSF, UP, Northern Pacific	I-5	✓	✓	✓			Grain, wheat, soybeans, corn, sorghum, steel, logs, chemicals	China, Japan, South Korea, rest of East Asia	<ul style="list-style-type: none"> • 5 marine terminals • 2 grain elevators • Cargo dock • Barge dock • Liquid bulk facility • Warehousing 	Expansion of grain terminal rail infrastructure
Klickitat	Riverport	Class I: BNSF, UP	I-84				✓		Logs	Domestic	<ul style="list-style-type: none"> • Barge marine terminal • Log yard 	Paving for additional storage capacity, stormwater management investments

PORT	TYPE	SURFACE ACCESS		CARGO TYPE (✓) = PLANNED					MAJOR COMMODITIES	MAJOR MARKETS	CARGO INFRASTRUCTURE	PLANNED CARGO PROJECTS
		Rail	Highway	Liquid bulk	Dry bulk	Break bulk	Neo-bulk	Container				
Longview	Riverport	Class I: BNSF, UP	I-5	✓	✓	✓	✓		Grain, petcoke, potash, project cargo (oversized industrial), steel	China, Japan, Korea, Philippines	<ul style="list-style-type: none"> • Three marine terminals with 9 berths • Ro-Ro • Portable conveyor • Cranes, stackers, lifts • Industrial Rail Corridor 	<ul style="list-style-type: none"> • Berth 4 Revitalization • Industrial Rail Corridor Expansion • Rail overpass
NWSA, Seattle, Tacoma	Seaport	Class I: BNSF, UP Shortline: Tacoma Rail	I-5 I-90 SR18 SR167	✓	✓	✓	✓	✓	Furniture, machinery, hay, frozen potato products, grains, autos, various containerized consumer goods	China, Japan, Vietnam, South Korea, Taiwan, Alaska, Hawaii	<ul style="list-style-type: none"> • 10 container terminals and 47 cranes • 5 non-container terminals for breakbulk cargo and automobiles • Bulk terminals • On-dock rail and nearby intermodal yards 	<ul style="list-style-type: none"> • T91 cold storage facilities • Rail and intermodal facility expansion • Waterfront electrification program • Industrial stormwater and air quality mitigation
Olympia	Seaport	Shortline to BNSF; UP Class I	I-5		(✓)	✓			Logs, Paper Pulp	China, Japan, South Korea	<ul style="list-style-type: none"> • 70k sqft Warehouse on berth • 3 berths • Logyard • Cargo Yard • Rail Access 	Second Warehouse 70,000 sq. ft. on Berth 1

PORT	TYPE	SURFACE ACCESS		CARGO TYPE (✓) = PLANNED					MAJOR COMMODITIES	MAJOR MARKETS	CARGO INFRASTRUCTURE	PLANNED CARGO PROJECTS
		Rail	Highway	Liquid bulk	Dry bulk	Break bulk	Neo-bulk	Container				
Pasco	Riverport	Class I: BNSF	I-182 US12 US395		✓			✓	Wood chips, grains, frozen foods	Domestic	<ul style="list-style-type: none"> • Barge terminal • Rail served industrial center • Large scale food processing facility • Dairy processing facility 	<ul style="list-style-type: none"> • Warehousing and industrial park • Waterfront expansion area for open storage and industrial use • Darigold Processing Facility • Barge terminal improvements
Port Angeles	Seaport	None	US101 SR117		✓	✓	✓		Logs, wood chips	China, Japan, Domestic	<ul style="list-style-type: none"> • 6 marine cargo terminals • Logyard • IHTF • Cargo surge area • Warehousing 	<ul style="list-style-type: none"> • Marine Terminal (T1/T3) rehabilitation • Industrial property acquisition • Marine Terminal 1 • Warehouse rehabilitation
Vancouver	Riverport	Class I: BNSF, UP	US101 SR117	✓	✓	✓	✓		Soy, wheat, mineral & liquid bulk, vehicles, soda ash, project cargo	Southeast Asia, China	<ul style="list-style-type: none"> • 5 marine terminals with 17 berths • Grain elevator • On-dock rail • Auto processing facility • Heavy-lift dock • Laydown storage 	Terminal 5 development (early stages)

PORT	TYPE	SURFACE ACCESS		CARGO TYPE (✓) = PLANNED					MAJOR COMMODITIES	MAJOR MARKETS	CARGO INFRASTRUCTURE	PLANNED CARGO PROJECTS
		Rail	Highway	Liquid bulk	Dry bulk	Break bulk	Neo-bulk	Container				
Walla Walla	Riverport	Class I: BNSF, UP	US12	✓	✓	✓	✓	✓	Grain, liquid animal feed, apples, onions, hay, potatoes, alfalfa seed	Domestic, Asia	<ul style="list-style-type: none"> • 2 grain storage complexes • 3 barge slips • 2 cargo docks • Stackyard • Warehousing 	<ul style="list-style-type: none"> • Industrial water system upgrades • Expansion of intermodal rail
Whitman County	Riverport	Short lines: PCC Railroad Camas Prairie Railroad	SR194 SR193 SR127	✓	✓		✓		Grain, logs, wood chips, fertilizer	Domestic	<ul style="list-style-type: none"> • 3 barge facilities with grain elevators • Log yard • Industrial Rail 	None
Woodland	Riverport	Class I: BNSF, UP	I-5		(✓)				None currently	n/a	n/a	Barge facility

PORT OPPORTUNITIES AND CHALLENGES

**Inland ports and
logistics cluster
strategy**

**Port
electrification
and shore power**

Offshore wind

**M5 and M84
marine corridors
and short sea
shipping**

Power capacity

**Environmental
compliance**

**Industrial lands
preservation**

**Climate and
environmental
factors**

Dam removal

PORT OPPORTUNITIES AND CHALLENGES (CONT'D)

Transportation Bottlenecks

- **Grade separations**
- **Highway congestion**
- **I-5 Nisqually River viaduct**
- **Legacy projects**
- **Extending Tacoma Rail arrival and departure tracks**
- **Ports of Benton and Walla Walla: truck turn times**
- **Port of Longview: berths for bulk commodities**
- **Rail and intermodal bottlenecks**
- **High, Wide, and Heavy cargo**
- **Lower Columbia maintenance dredging**

KEY TAKEAWAYS

NEW TARIFFS AND GLOBAL UNCERTAINTY

- Elevated and retaliatory tariffs creating uncertainty for businesses and ports.
- Trade war causing increase in blank sailings and pressures on inland logistics infrastructure.
- Uncertainty around tariffs may cause economic downturn, further impacting cargo volumes.
- New fees on carriers using Chinese-built vessels will increase shipping industry costs.

RECENT DECLINE IN OVERALL TRADE VOLUMES

- Total volumes down 34% 2018-2023.
- International containers (loaded and empty) through NWSA up 17% in 2024; still 16% below historic peak in 2018.
- Driven by declines in trade with China.
 - 41% decrease in TEUs 2018-2023 (Trade War).

EAST ASIA: DOMINANT MARKET FOR WASHINGTON STATE PORTS

- Downturn in trade with East Asia can have profound impact on overall trade volumes.

DOMESTIC TRADE VOLUMES DOWN SINCE 2013

- Much of decline due to crude oil.
- Containerized trade (two-way): up from 700,000 TEUs in 2017 to 990,000 TEUs in 2022.

KEY TAKEAWAYS (CONT'D)

BARGE PLAYS SIGNIFICANT ROLE ON COLUMBIA SNAKE RIVER SYSTEM

- 21% of two-way international dry bulk shipments in CSRS.
- 32% of neo-bulk shipments in CSRS.

INTERNATIONAL TRADE VOLUMES PROJECTED TO GROW BETWEEN 2023 AND 2045, DEPENDING ON MODE/COMMODITY

- Annual oil seed exports: projected to grow by 5.9 million metric tons by 2045 (39%).
- Mineral fuels: projected to grow by 5.7 million metric tons.
- Cereals (primarily wheat): projected to grow by 5.6 million metric tons.
- Container volumes: projected to grow more than 2% annually.
- RoRo trade: projected to grow 3% annually.

A VARIETY OF FACTORS COULD IMPACT LONG-TERM PROJECTIONS

- Shifting supply chains affecting shipping lanes.
- Global downturns in trade and economic growth.
- Structural changes in the shipping industry.
- Increased competition from other ports.

RESOURCES

Deliverables

Marine Cargo Forecast

Port Profiles

Technical Appendix

Available at

www.washingtonports.org/2025-marine-cargo-forecast

Questions:

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PO Box 40965
Olympia, WA 98504-0965
ph: (360) 586-9695

From: Brandy DeLange, Executive Director

To: FMSIB Board Members

Date: June 12, 2025

Re: FMSIB Washington Administrative Code Updates

In 2023, the Legislature passed SHB 1084. This legislation, now codified as FMSIB's governing statute, RCW 47.06A, changes the structure, function, and mission of FMSIB. As a result of these changes—including the establishment of a new infrastructure investment program and the expansion of board membership—many of FMSIB's administrative codes (WACs) are now void and no longer applicable to the organization.

Moreover, much of the code has not been updated since 2002. To align the WACs with the current statute and support the development of the Six-Year Investment Program, the Board will need to review and adopt changes. Included are draft updates that the Six-Year Investment Committee will review and use to make recommendations.

To adopt updates to FMSIB WACs in time for the 2026 call for projects and to coincide with the November board meeting, the FMSIB must file proposed WAC changes by October 1 at 12:00 p.m. Proposed changes will be published on October 15, with a hearing following at the November 14 board meeting.

WAC 226-xx-xx Applications for freight mobility projects. When requested by the board, applications for proposed projects shall be submitted to the board by public entities seeking recommendation from FMSIB to the legislature. The application form will be provided by the board.

WAC 226-xx-xx Priority criteria for freight mobility projects. The board shall use a multicriteria analysis and scoring framework, which may be periodically refined, for evaluating and ranking eligible freight mobility and freight mitigation projects. The prioritization process shall measure the degree to which projects address important program objectives and shall generate a project score that reflects a project's recommendation compared to other projects. The board shall assign scoring points to each criterion that indicate the relative importance of the criterion in the overall determination of project recommendation.

WAC 226-xx-xxx Methods of construction. All construction by a public entity shall comply with the Local Agency Guidelines (LAG) as described in the award letter issued by the board and WSDOT Local Programs.

WAC 226-xx-xxx Project modification and scope change. When necessary, the board in consultation with WSDOT Local Programs may issue concurrence on a project phase modification or scope change. Projects seeking phase modifications or scope change must provide in-writing justification, including cost and delivery date adjustments. Scope or phase modifications shall not be considered beyond the existing biennium.

WAC 226-xx-xxx Lack of performance on freight mobility projects. To ensure that freight mobility projects remain on schedule, the board, in consultation with WSDOT Local Programs, will monitor the project progress based on at least semi-annual local project reports and reimbursement payments on the project.

WAC 226-xx-xxx Work progress on freight mobility projects. The lead agency must begin work on a project within twelve months of the date the board recommends the project and has been appropriated unless otherwise stipulated in joint communications issued by the Board and WSDOT Local Programs. To determine if work has begun, the board will assess the project progress as compared to the information provided to the board when the project was authorized for funding.

If project activity has not started and it appears the project is

falling behind the proposed schedule, the board may review the project status to determine if board should make recommendation to the legislature to withdraw funding from the project and reallocated to another proposed project.

DRAFT



505 Union Avenue SE, Suite 350
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Olympia, WA 98504-0965
ph: (360) 586-9695

From: Brandy DeLange, Executive Director

To: FMSIB Board Members

Date: June 12, 2025

Re: Bylaws Update

During the November 22, 2024, board meeting, the Board approved changes to the structure of its subcommittees including:

1. Updating the Freight Policy Advisory Committee to the Six-Year Investment Committee (standing);
2. Establishing a New Board Member Committee (ad hoc);
3. Renaming the Administrative Committee to the Executive Committee; and
4. Dissolving the New Directions Committee—allowing staff to seek guidance to establish new committees as needed.

Based on this action, the FMSIB Bylaws need to be updated and amended to reflect the adoption and changes to the standing committees. Included are draft changes for consideration.

ARTICLE I - PURPOSE AND MEMBERSHIP

updated ~~June 13, 2025~~ January 5, 2024

The Freight Mobility Strategic Investment Board ("Board") is created in Chapter 47.06A.030 RCW and is composed of 17 members appointed by the governor for terms of four years. The Board shall carry out the provisions of Chapter 47.06A RCW, as now or hereafter amended, and shall perform the duties and functions as therein prescribed. The purpose of the Board is to:

- (a) Provide strategic guidance to the governor and the legislature regarding the highest priority freight mobility needs in the state;
- (b) Identify and recommend a program of high-priority strategic freight mobility investments;
- (c) Encourage policies that support a competitive, resilient, sustainable, and equitable freight system;
- (d) Serve as a forum for discussion of state transportation decisions affecting freight mobility; and
- (e) Appoint an Executive Director who shall serve at the Board's pleasure.

ARTICLE II - OFFICERS OF THE BOARD

Section 1. Officers of the Freight Mobility Strategic Investment Board (FMSIB).

The presiding officer of the Board shall be the public member appointed by the Governor and shall be designated the Chairperson. The Chairperson shall preside over all meetings of the Board and do all such other things that are appropriate for or delegated to such officer by law and the Board.

The Chairperson is delegated the following authorities by the Board: appoint Board members to serve as Chairpersons of Board committees; establish ad hoc committees; act as spokesperson for the Board with the media; sign official correspondence; speak on behalf of the Board with the Governor and Legislature, and represent the Board in the process of hiring, evaluation, and firing of the Executive Director.

The Board may elect a Vice Chairperson, by a majority vote of the membership of the Board for a two-year term. The vice Chairperson shall preside in the absence of the Chairperson, as well as act for the Chairperson and the Board under its direction.

In the absence of both the Chairperson and Vice Chairperson, an acting Vice Chairperson may be appointed by a majority of the voting members of the Board present at that meeting to preside at that meeting of the Board as acting Vice Chairperson.

ARTICLE III - MEETINGS

Section 1. Open Public Meetings Act.

All meetings of the Board are subject to Chapter 42.30 RCW. All Board meetings shall be open and public. All persons shall be permitted to attend any meeting of the Board, except executive sessions as provided for under RCW 42.30.110.

For purposes of these bylaws, a meeting takes place whenever Board members gather with a collective intention to conduct Board business, which may include discussions about Board business; meetings may take place remotely. Board members are expected to be familiar with and comply with the requirements of the Open Public Meetings Act.

Section 2. Time and Place of Meetings.

By December of each year, the Board shall adopt a calendar showing the time, date, and location of Board meetings for the following year.

A special meeting of the Board may be called by the Chairperson or by a majority of the members of the Board, by delivering personally, by electronic communication or by mail written notice to all other members of the Board at least twenty-four hours before the time of such meeting as specified in the notice. The notice calling a special meeting shall state the purpose for which the meeting is called, and the date, hour, and place of such meeting and all provisions of Chapter 42.30 RCW shall apply.

Section 2. Notice to Members of Meetings.

Notice of all regular meetings, shall be given by the Executive Director in writing to each member by posting in the U.S. mail or by electronic communication, a notice addressed to the member at their business or residence address furnished to the Board. Such notice shall be posted on the board website at least seven (7) days prior to the meeting. Members present at any meeting shall be deemed to have waived notice as to that meeting.

Section 3. General Notice of Meeting.

Agendas of each regular meeting of the Board shall be available online no later than 24 hours in advance of the published start time of the meeting.

Section 4. Agendas.

In advance of any regular meeting of the Board, at least 24-hours, subject material on agenda items shall be provided by the Executive Director and electronically distributed to

Board members. Each item for which action is requested of the Board shall have a written staff report and full briefing of all information necessary for the Board's review, discussion, and action on said business item. All regular meeting agendas shall be posted on the Board's website.

The Chairperson in conjunction with the Executive Director shall be responsible for developing the agenda for Board meetings.

Any Board member desiring to have any issue, project, commitment of resources, or other matter considered at a Board meeting may have such item placed on the agenda of the Board meeting following submission of the item to the Chairperson. The deadline for submission of the proposed agenda item should if possible be not less than two weeks prior to the date of the meeting for which the agenda item is proposed to be added.

The Board shall vote to approve the meeting's agenda at the beginning of each Board meeting.

A quorum of the currently appointed Board members may add, strike, and/or reinstate items to any regular meeting agenda, by vote taken in public session prior to the public vote to approve that meeting's agenda,

Section 5. Business of the Board.

All business of the Board shall be transacted by motion which may be made by any member in attendance, including the Chairperson, and shall require a second. Voting on all motions shall be by voice unless a special division is called for by a member, in which case the roll shall be called by the presiding officer and the vote of each member shall be recorded. Except as otherwise provided, Robert's Rules of Order, latest edition, shall govern the meetings of the Board.

Section 6. Public Comment.

Except in an emergency the Board shall provide an opportunity at or before every regular meeting at which final action is taken for public comment. The public comment may be taken orally at a public meeting, or by providing an opportunity for written testimony to be submitted at least 24-hours prior to the meeting. If the Board accepts written testimony, this testimony must be distributed to the Board.

Section 7. Executive Sessions.

The Board may consider matters in executive session in accordance with the requirements of the Open Public Meetings Act (Chap. 42.30 RCW, and specifically RCW 42.30.110) and other laws.

ARTICLE IV - MEETING PARTICIPATION

Section 1. Quorum.

The presence of a majority of the currently appointed Board membership shall constitute a quorum for the transaction of the business of the Board.

It shall require a majority of those members in attendance to carry any motion unless otherwise set forth in these rules.

Section 2. Attendance.

If a member of the Board is absent for three consecutive regularly scheduled Board meetings or is absent from more than fifty percent of the regularly scheduled meetings in any one calendar year, the following action will be taken:

- a. The Board Chairperson shall call the member to determine if the member desires to continue to serve on the Board; and
- b. If the member continues to be absent, the FMSIB Chairperson shall document the absences in a letter to the member and send a copy to the appointment official and, if the member's position is subject to nomination, to the member's nominating organization.

ARTICLE V - MINUTES

All actions of the Board shall be by motion recorded in a book or books and may be kept in paper or electronic format for such purpose, maintained at the office of the Board, and shall be open to the public for inspection at all reasonable times.

ARTICLE VI - CHANGE TO INTERNAL RULES

Changes to the rules governing internal management of the Board, not affecting regular procedures available to the public, and not in conflict with state law, may be made by resolution of the Board pursuant to other applicable sections of these rules.

ARTICLE VII - FINANCIAL INSTRUMENTS

All financial instruments, including vouchers for payment from the FMSIB administered funds shall have more than one person responsible for approving checks and payments. Financial instruments shall be submitted to the designated agent of the Executive Director for preparation and the Executive Director shall be responsible for approving all payments in the name of the Board.

The Executive Director shall report to the Board at each regular meeting regarding the status of the operating and capital budget. The Executive Director shall report to the Board one-time expenses that are not considered ordinary expenses.

ARTICLE VIII - CERTIFICATION OF DOCUMENT

The Executive Director of the Board or their designee is the records custodian of the Board.

The Board shall appoint and publicly identify a public records officer whose responsibility is to serve as a point of contact for members of the public in requesting disclosure of public records and to oversee the agency's compliance with the public records disclosure requirements of this chapter. The Board may appoint an employee or official of another agency as its public records officer.

ARTICLE IX - COMMITTEES

Section 1. Establishment of Committees.

The Board may establish such Standing Committees as are necessary to conduct specialized work. A Standing Committee is defined as a Board Committee that meets regularly and has on-going business, as opposed to Committees with short-termed purposes. A Standing Committee Charter, if one is established, should address items such as scope of mission and authority, membership, meeting protocols and duration, and shall be approved by the Board. The membership of Standing Committees shall be proposed by the Chairperson, subject to Board approval.

To remain in compliance with the Open Public Meetings Act (Chapter 42.30 RCW), Standing Committees shall not be comprised of a quorum of the currently appointed members of the Board.

The Board may form temporary committees whose mandate shall be defined in the motion creating the temporary committee.

Section 2. Standing Committees.

~~Administrative Committee~~ Executive Committee

The ~~Administrative~~ Executive Committee shall consist of the Chair and Vice Chair two additional members selected by the Board. On behalf of the Board, the ~~Administrative~~ Executive Committee may take the following actions and perform the following functions:

- a. Review and recommend bylaw revisions;
- b. Review and recommend policies and procedures;
- c. Recruit and recommend hiring of the Executive Director;
- d. Set performance review criteria and conduct performance review of Executive Director;
- e. Serve as sounding Board for the Executive Director or Chair on personnel, and
- f. Oversee the daily administration of the Agency.

~~Freight Policy Advisory~~

Six-Year Investment Committee

The Six-Year Investment Committee is charged with reviewing and providing feedback to staff for the Six-Year Investment Program, including project applications, scoring criteria, project applicant engagement, and project selection. The committee also provides strategic guidance and feedback on emerging freight mobility issues.

The FPAC is charged with developing recommendations as well as developing specific criteria and policy to make recommendations to the Board on capital project investments in fulfillment of FMSIB's purpose.

Legislative Committee

The Legislative Committee is charged with reviewing and formulating recommendations to the board on legislative matters affecting FMSIB's mission, including coordination of testimony.

Section 3. Committee Reporting.

All committee actions shall be reported at the next Board meeting. Committees do not have authority to take action on behalf of the Board.

ARTICLE X - Ethics and Conduct

Section 1. Ethics in Public Service.

Members of the Board shall uphold a high standard of ethics. Members of the Board shall avoid conflicts of interest or even the appearance of conflicts of interest and are subject to the Ethics in Public Service Act codified in chapter 42.52 RCW.

Activities that may be considered violations of ethics statutes include but are not limited to:

Directing state contracts to a business in which one has a financial interest.

Using confidential information for private investments.

Accepting gifts or favors in exchange for certain regulatory rulings.

Accepting gifts or favors in exchange for making certain purchases.

Obtaining personal favors from employees.

Accepting favors for disclosure of confidential information.

Engaging in outside employment which assists non-governmental entities in their quests for state business.

Section 2. Conduct of Members at Board Meetings.

Board members shall declare their relationship to a project, if any, prior to expressing official statements dealing with projects before the Board directly related to their jurisdiction and/or affiliation. A Board member shall recuse themselves from voting on a

project or funding that will be awarded to their jurisdiction. A Board member shall not be the spokesperson for presenting a project proposal to the Board from their jurisdiction. The Chairperson may request a member to testify on any project issue before the Board directly dealing with that member's own jurisdiction and/or affiliation.

ARTICLE XI - Address of the Board

Persons wishing to obtain information or to make submissions or requests of any kind shall address their correspondence to: pending new address

~~Freight Mobility Strategic Investment Board
505 Union Avenue SE, Suite 350
PO Box 40965
Olympia, WA 98504~~

ARTICLE XII - POLICIES AND PROCEDURES

The Board shall adopt policies and procedures pursuant to Chapter 47.06A.020 and 34.05 RCW

Wenatchee Confluence Parkway



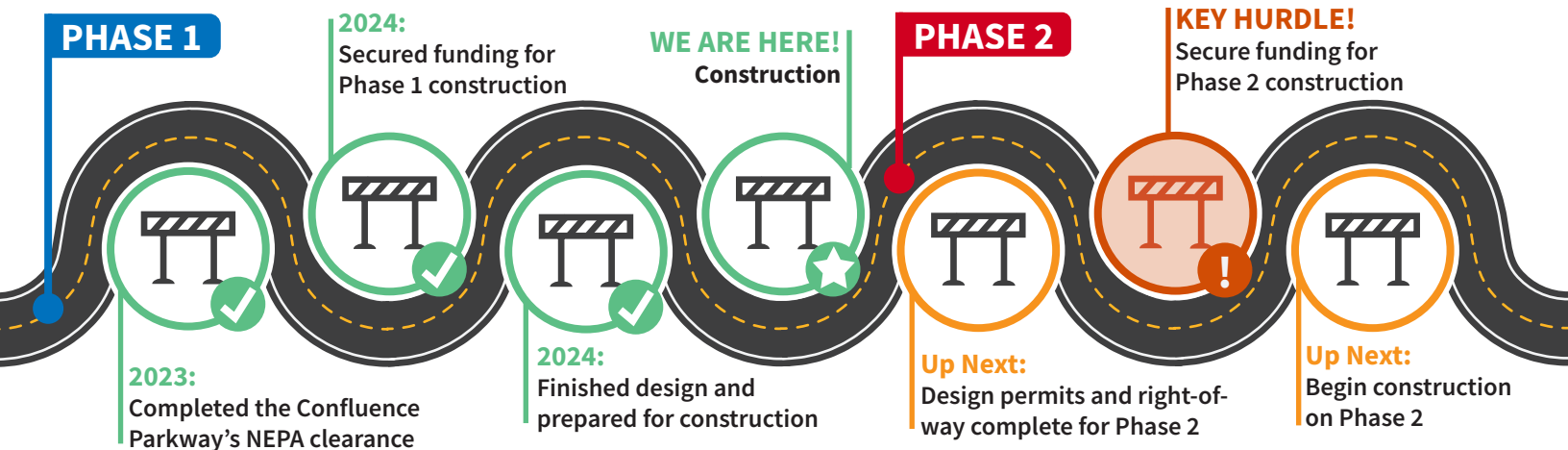
Project at a Glance

The Confluence Parkway Project is building a new corridor in Wenatchee, WA to meet the growing needs of the Wenatchee Valley region. The new route will connect communities, relieve congestion, enhance safety and mobility, and create an additional emergency route.

The project is part of the *Completing the Apple Capital Loop* and funded with a variety of federal, state, and local sources such as the federal Infrastructure for Rebuilding America (INFRA) program and the Move Ahead Washington (MAW) transportation package.

Building on previous successes

The City has already jumped multiple hurdles, such as completing the environmental process for the entire Confluence Parkway and securing funding, finalizing design, and preparing for construction of Phase 1. Future hurdles include securing the needed funding to finish the corridor, developing and building the connection over the Wenatchee River, and connecting to US 2.



Our Next Hurdle - Building Phase 2

Building Phase 2 will provide the **CRITICAL** link over the Wenatchee River, resulting in:



Regional congestion relief: Reduces traffic delays by diverting 16,000 vehicles off SR 285. With anticipated growth in the area, an alternate route will provide relief to SR 285 to keep traffic moving and save time.



Enhanced pedestrian and bike safety: Improves the Apple Capital Loop Recreation Trail by separating users from traffic and connecting bike lanes across the river.



Improved regional transit connections: Expands access to employment and services by creating a new regional transit corridor.



A new evacuation route: Provides the Wenatchee Valley with a crucial emergency evacuation route in case of natural disasters like wildfires.



A rendering of a new bridge over the Wenatchee River, included as part of Phase 2

The Confluence Parkway will meet the Wenatchee Valley's future needs by...

- ✓ Creating safe routes for pedestrians and bicyclists
- ✓ Reducing delays and congestion for motorists and freight
- ✓ Removing two railroad crossings to improve safety
- ✓ Enhancing transit access and accessibility
- ✓ Providing additional emergency and evacuation access in case of natural disasters
- ✓ Minimizing impacts to the environment



We're taking a phased approach...

The City is phasing the construction of the Parkway to balance mobility needs with construction costs. Phase 1 is fully funded through INFRA Grant and MAW dollars, and Phase 2 is partially funded.

The next step is to use current funds to make Phase 2 “shovel ready” by securing right-of-way, design, and permitting by the end of 2025. A contractor is already on board as part of our Progressive Design Build approach.



A rendering of Phase 1, which is currently under construction using INFRA Grant and MAW funding. This phase includes:

- 1.25 miles of new street for vehicles, pedestrians, and bicyclists
- Two new bridges across the BNSF Railway
- New roundabout
- Direct access to parks and trails

Why invest in Confluence Parkway?

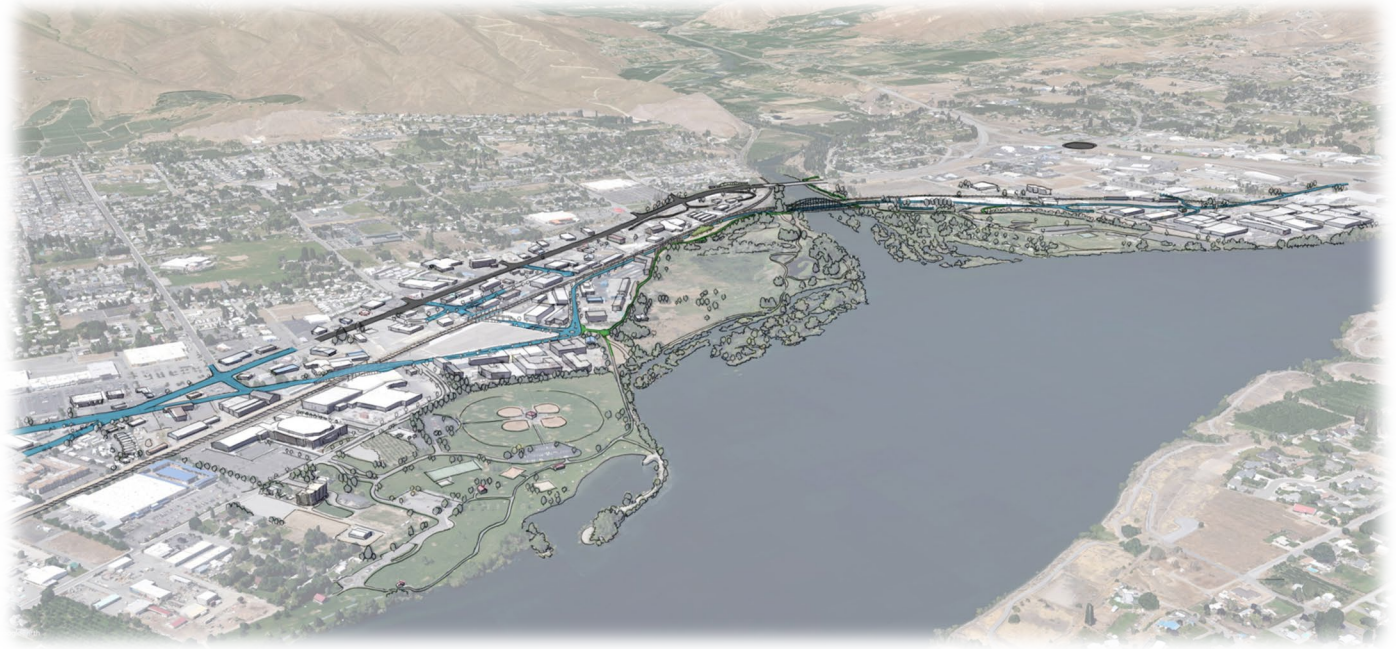
- ✓ This is a proactive project that will support the Wenatchee Valley's future needs and growing regional demands to encourage and support future development.
- ✓ We've started construction on Phase 1 of the project and demonstrated that the City can deliver on this important work and efficiently use federal and state funds. We've adapted and right-sized the work to deliver as quickly as possible.
- ✓ The “Finish Line” is near for Phase 1, and Phase 2 will be shovel ready by spring 2026.

For more information:

CONFLUENCE PARKWAY IN WENATCHEE:

WenatcheeWA.gov/ConfluenceParkway





Confluence Parkway

McKittrick Street and Miller Street Grade Separations

Project Overview

June 12, 2025

Why Confluence Parkway ?

Project Purpose and Need

- Create a new bypass corridor to SR 285 (North Wenatchee Avenue). The new corridor would provide needed capacity for general purpose, freight, non-motorized (pedestrians and bicyclist), and public transit traffic.
- Seven Key Elements
 - Provide congestion relief and capacity for future demand.
 - Improve connectivity for all modes along and crossing SR 285.
 - Provide third access/evacuation route.
 - Improve transit operations and pedestrian access to transit.
 - Support the North Wenatchee business district.
 - Improve roadway/railway user interactions and safety.
 - Improve bicycle and pedestrian safety and access along the waterfront.



Project Overview

- ❑ Provides a new north/south route
- ❑ Builds 2.5 miles of new or reconstructed roadways
- ❑ Eliminates three at-grade railroad crossings
- ❑ Builds two new grade separations of BNSF Railway
- ❑ Constructs a 700-foot bridge across the Wenatchee River
- ❑ Relocates 0.8 miles of multi-use trail
- ❑ Enhances pedestrian and bicyclist access and safety



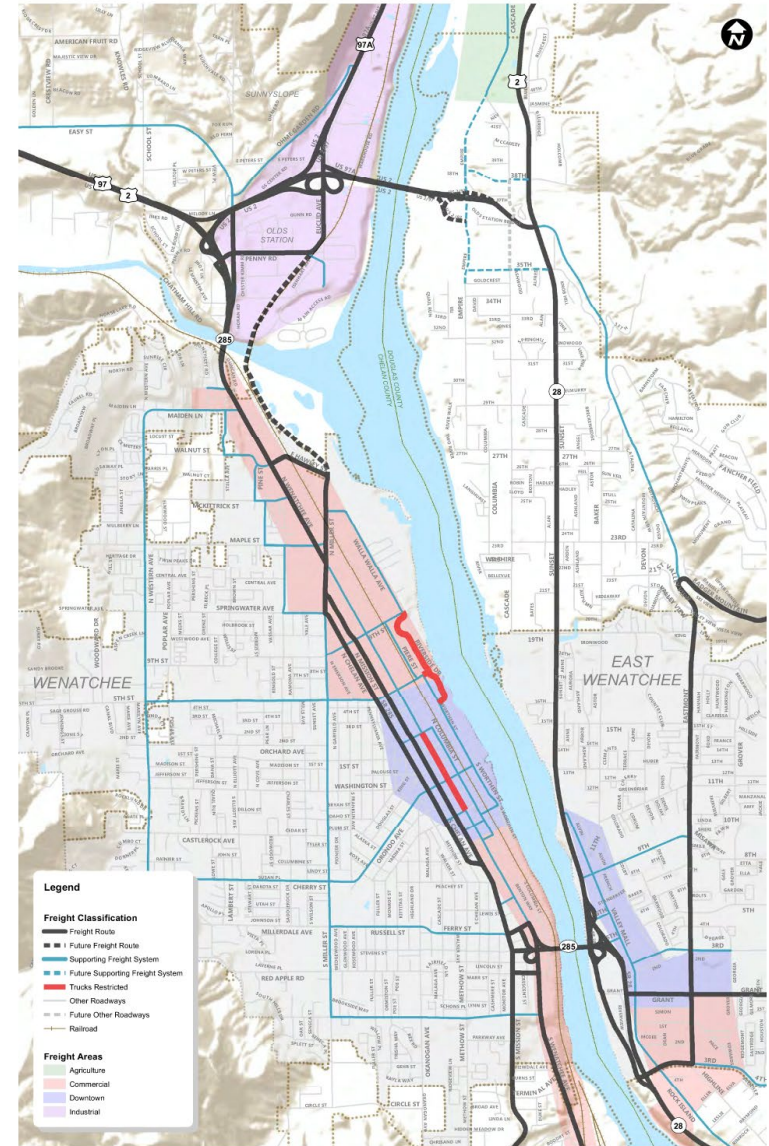
Wenatchee Area Freight

Freight Areas

- Primarily located along waterfront areas
- Constrained by BNSF Rail and River

Freight Routes

- SR 285 (access across...)
 - BNSF Railroad
 - Wenatchee River



Recommended Freight Route Designations - Regional Core

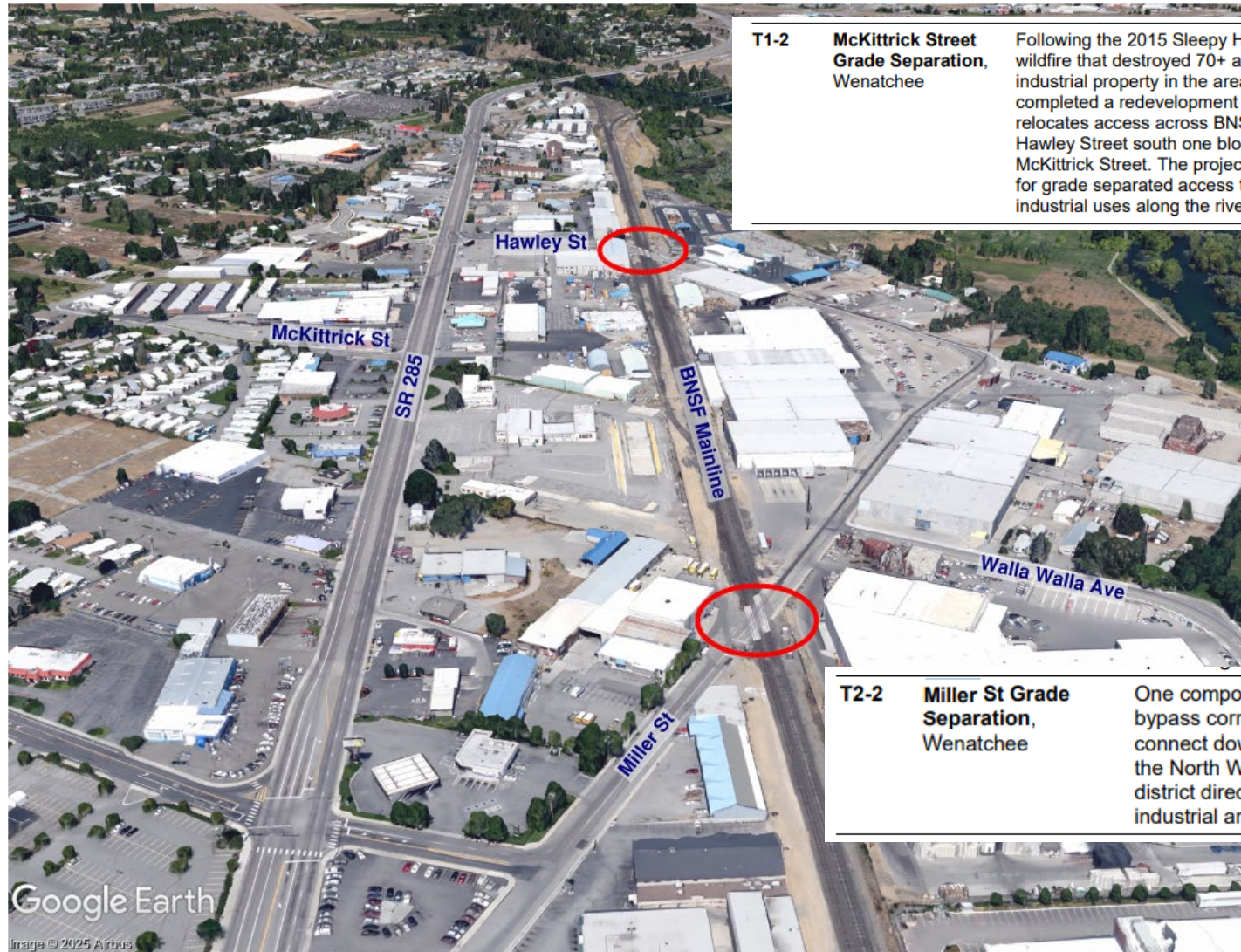
WVTC Freight Study

Q:\Projects\1212270-00 - WVTC Freight Mobility Study\GIS\MapDocs\August2014\Fig4B_FreightRoutes_City.mxd

transpoGROUP

FIGURE
4B

Confluence Parkway Road Rail Conflicts



T1-2

**McKittrick Street
Grade Separation,
Wenatchee**

Following the 2015 Sleepy Hollow wildfire that destroyed 70+ acres of industrial property in the area, the city completed a redevelopment plan that relocates access across BNSF from Hawley Street south one block to McKittrick Street. The project provides for grade separated access to the industrial uses along the river.

Hawley St 065840P

\$25.0
(\$0.0)

CDTC

T2-2

**Miller St Grade
Separation,
Wenatchee**

One component of constructing a bypass corridor for SR 285, to connect downtown Wenatchee and the North Wenatchee waterfront district directly to the Olds Station industrial area and US 2.

N Miller St 065839V

\$30.0
(\$0.0)

CDTC

McKittrick Street and Miller Street Grade Separations

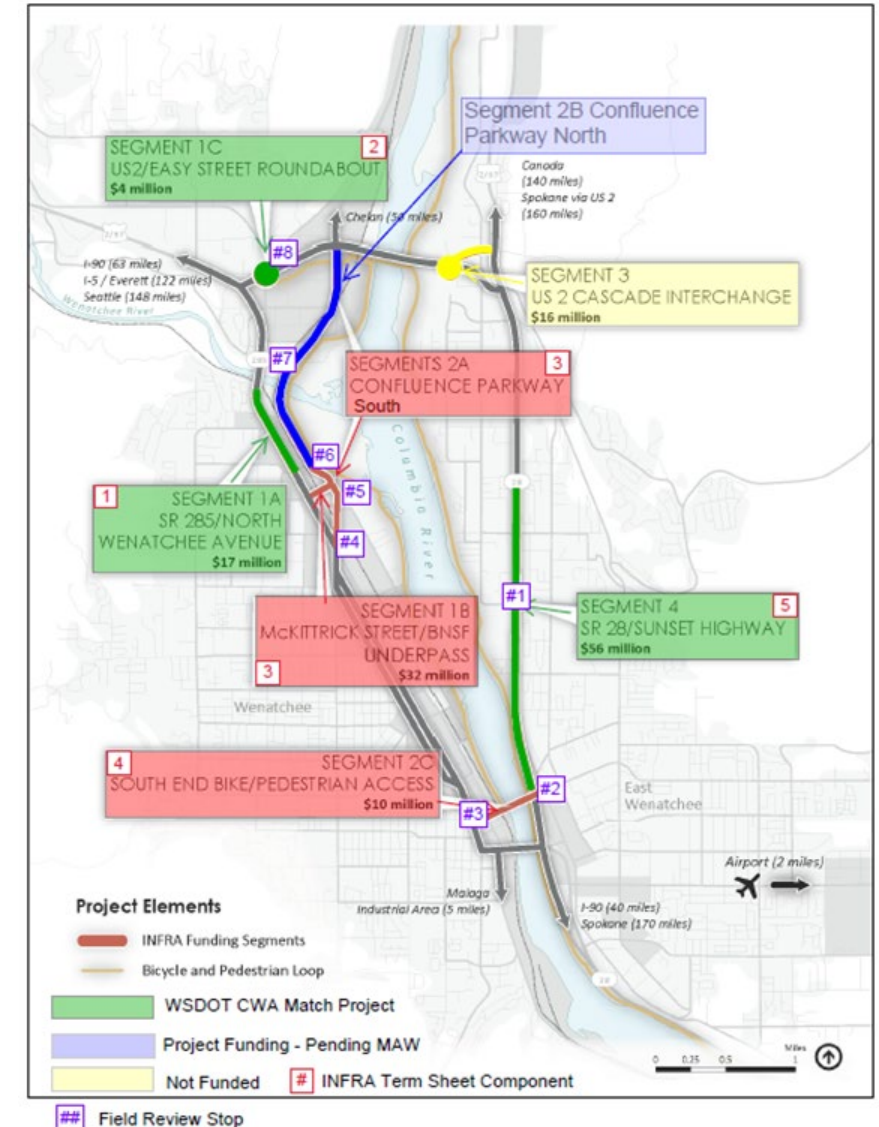


Hawley Street Crossing Closed



Project Funding

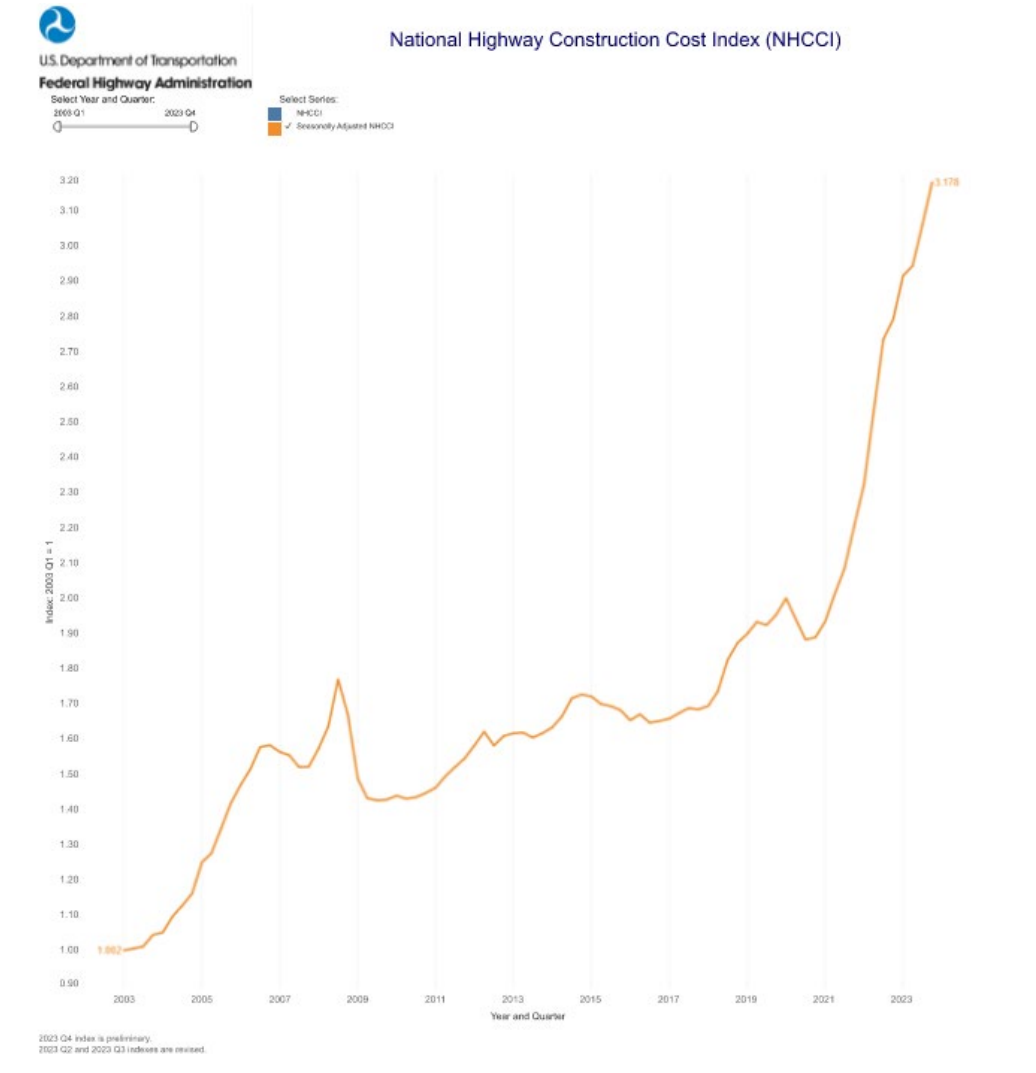
- INFRA Grant Award 2021 (Term Sheet 6/2023)
 - Funding Option A requested \$102m, \$92m granted
 - \$80m (incl addl \$2.5m) to Confluence Pkwy Phase 1
- Additional Funds
 - FMSIB - \$3m (McKittrick Underpass)
 - FMSIB - \$3m (Miller Overpass – *proposed*)
 - Other fed funds - \$8m
 - Move Ahead Washington - \$30m
 - Other local funds - \$5m
- **Confluence Parkway Phase 1 = \$130m**



Project Challenges: Market Escalation

According to FHWA's National Highway Construction Cost Index, costs have risen by nearly 70% since 2020.

Real estate, engineering, and other resources have also seen sharp increases over the last 4 years.



Confluence Parkway Project Phases

PHASE 1
Railroad Connection

PHASE 2
River Crossing

PHASE 3
Northern Connection

PHASE 4
Southern Enhancements



Confluence Parkway Project Phases

PHASE 1 Railroad Connection

Estimated budget: \$130 Million

Estimated finish: 2027

- 1 ¼ miles of new street
Vehicles/Pedestrians/Bicyclist
- Two new bridges across BNSF Railway
McKittrick Street/N Miller Street
- New McKittrick Street
- New signalized intersection (Maple St)
- New roundabout intersection
- Direct access to parks and trails



Confluence Parkway Project Phases

PHASE 2

Estimated budget: \$157 Million

Estimated finish: 2030

- 1 ½ miles of new street
Vehicles/Bicyclist
- 1 ¼ miles of Apple Capital Loop
Recreation Trail
Pedestrians/Bicyclist
- New bridge over the Wenatchee River
- New emergency access route
- New access for transit



Wenatchee River Bridge



Confluence Parkway Project Phases

PHASE 3 Northern Connection

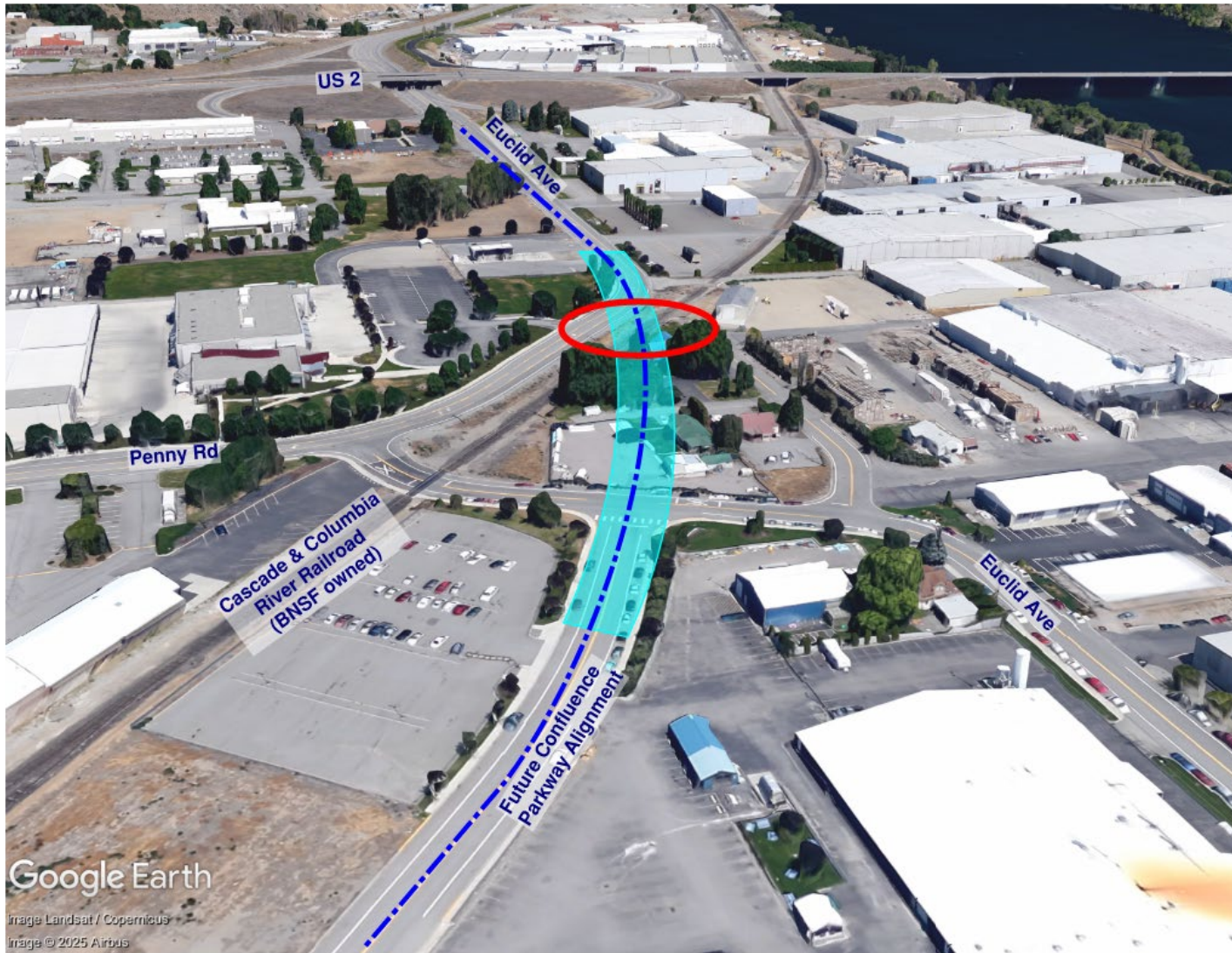
Estimated budget: \$17 Million

Estimated finish: 2028

- 3/4 miles of street expansion
Vehicles/Pedestrians/Bicyclist
- Direct route for all users
- Two signalized railroad crossings
- New signalized intersection



Euclid Ave At-Grade Crossing



Confluence Parkway Project Phases

PHASE 4 Southern Enhancements

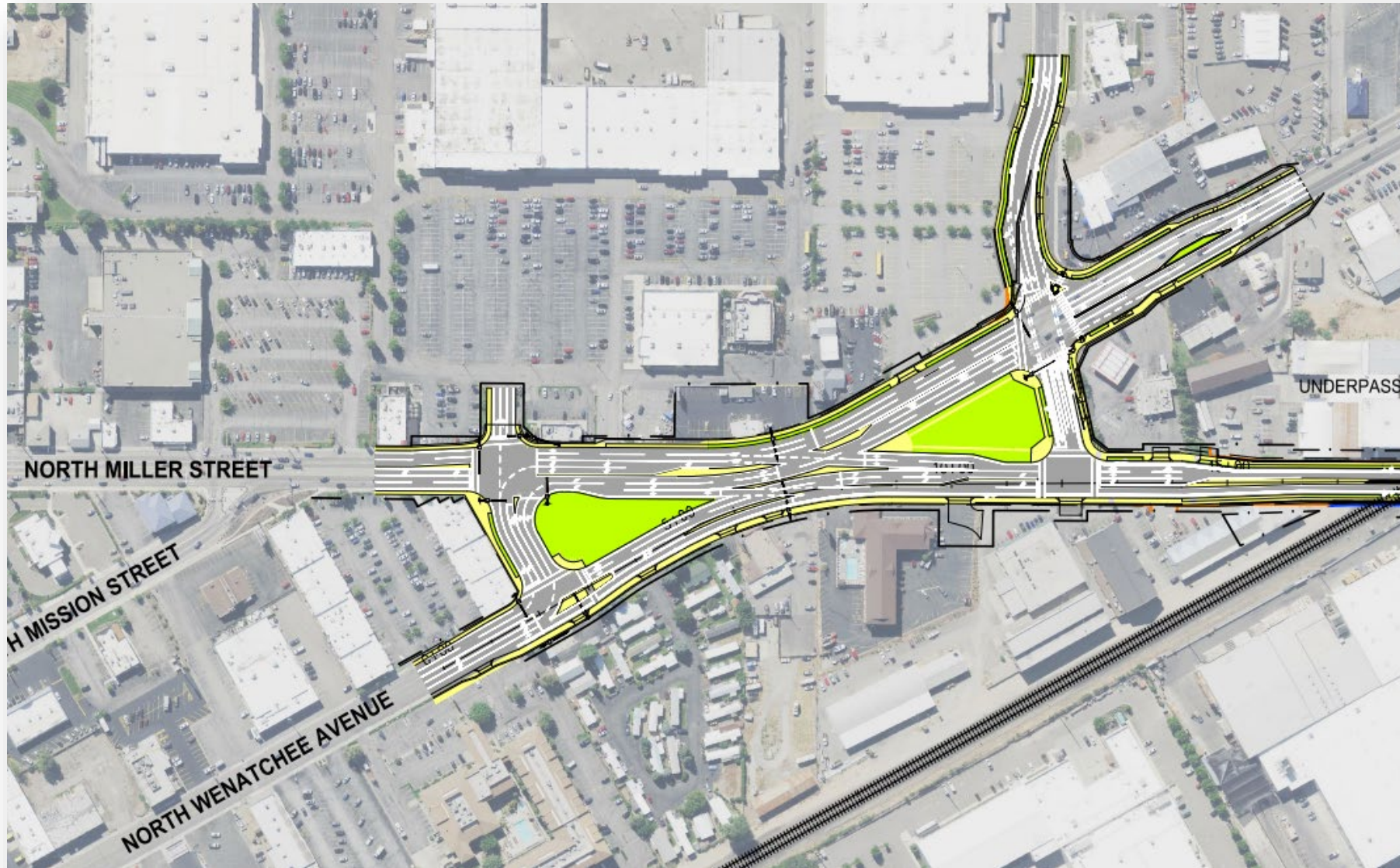
Estimated budget: \$32 Million

Estimated finish: TBD

- Intersection safety enhancements
Pedestrians/Bicyclist
- Intersection operational improvement
- Reduce delays



“Bow-Tie” Intersection



What's Next for Confluence Parkway "5 Year Plan"

PHASE 1

Railroad Connection

- Build the phase (\$130M)

PHASE 2

River Crossing

- Acquire ROW (\$25-30M)
- Additional CN Funding

PHASE 3

Northern Connection

- Build the phase (\$17M)

PHASE 4

Southern Enhancements

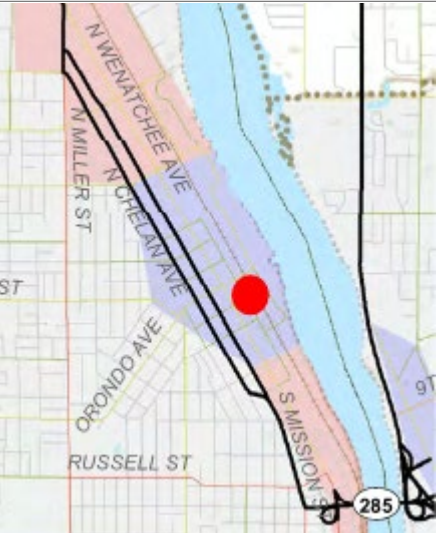
- Plan improvements



What's needed to achieve Confluence Parkway?

\$110M-\$130M

Other Freight Opportunities (S Columbia Street)



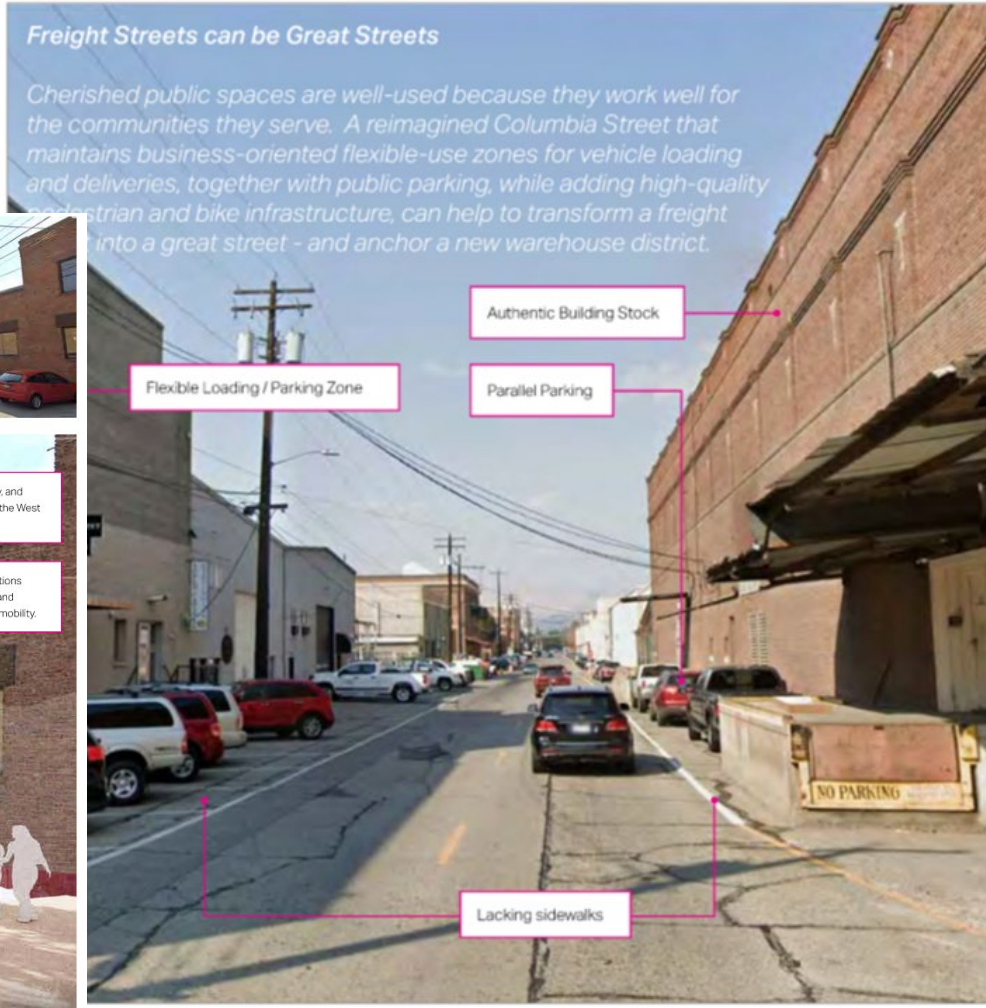
S Columbia Street

Lineage building repurposed as a grocery store.

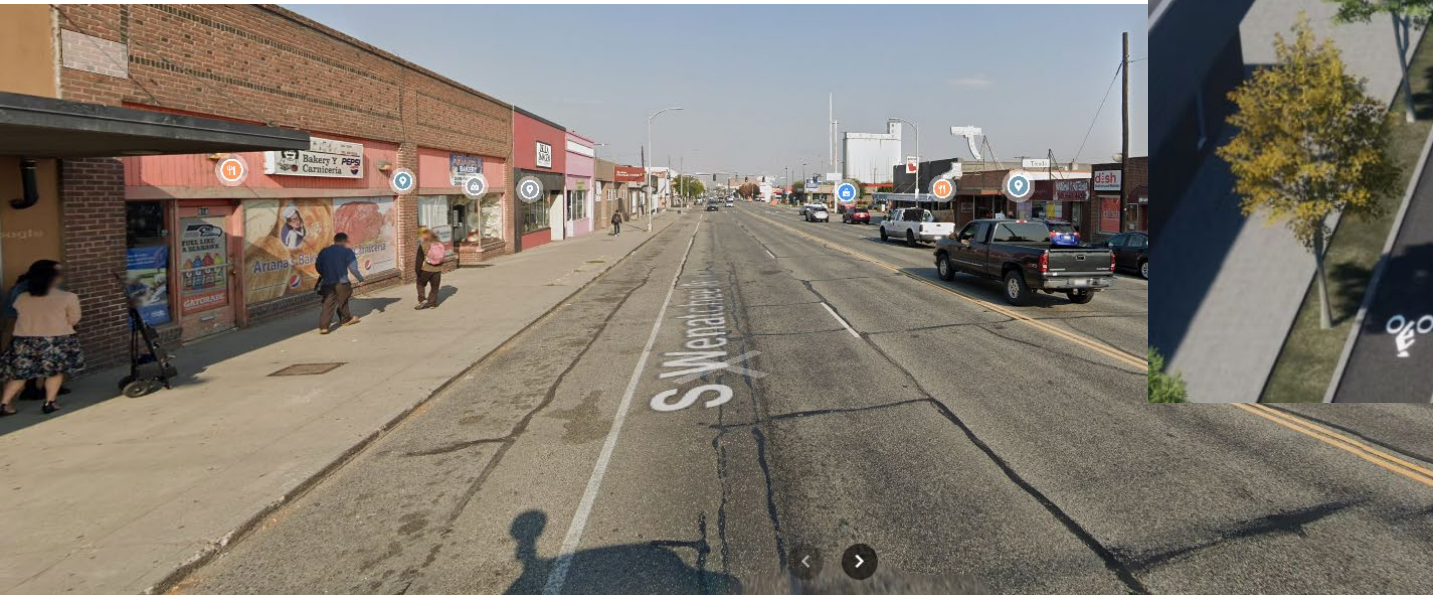
Continuous pedestrian boardwalk

Protected two-way bike lanes provide connections North and South through the Downtown from Columbia Station to Electric Avenue and Fifth Street

Multi-functional loading, delivery, and commercial parking zone along the West side of the street.
Zero curb option at key intersections to improve freight traffic safety and encourage pedestrian and bike mobility.



Other Freight Opportunities (S Wenatchee Ave)



QUESTIONS
